SUDDEN IMPACT: HONDA'S CR500 COULD MAKE YOUR DAY!

# MOTOCROSS ACTION MAGAZINE

WPS 34485

MOTOCROSS ACTION

MARCH 1984 $1.75 UK £1.10

VIDEOCROSS: YOU CAN RACE ON TV!

20 UNTOLD HOLESHOT TACTICS THAT WORK!

RIDING SECRETS EUROS WOULD KILL FOR!

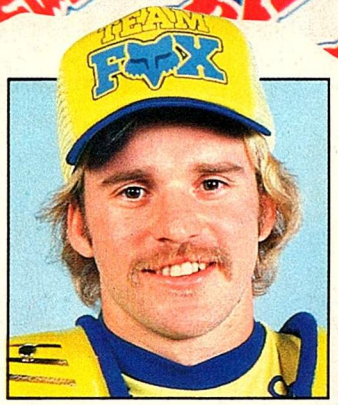
MX DIET PLAN: LOSE 3 SECONDS A LAP IN 7 DAYS!

KTM'S RAD NEW 125MX: FAST OR FICTION?

BEACH PARTY: SURF & BERM SHOWDOWN!

0 70989 34485 03

"Moto-X Fox riding gear is designed to give me more comfort, better protection and the hottest styles at prices everyone can afford. Compare quality, compare price and you'll go for Fox products like I do."
—Mark Barnett




# Mark Barnett, SuperStar

## Laser Visor

NEW and hot! Choose from red, yellow, black or white visor.

$6.50

## DirtPaws™

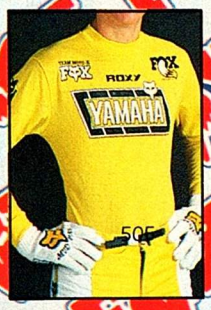
are the best selling MX gloves in the U.S.A. Why? Quality and price! Seams now double-sewn. All sizes: Kids S to Mens XL. Red/Whi/Blu; Blu/Yel; Blk/Yel; Red/Yel.

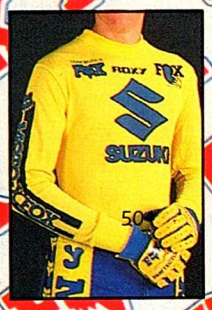
$16.00

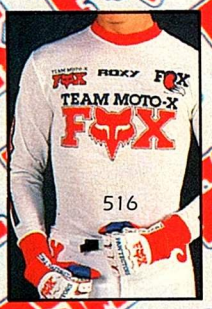
## Pawtectors™

Totally awesome protection, styling & comfort. Spandex finger sidepanels. Padded palm. Patent applied for design. Sizes: Kids S to Mens XL. Colors: Red/Whi/Blu; Blu/Yel; Blk/Yel; Red/Yel/Blk or Blu/Whi.

$19.50



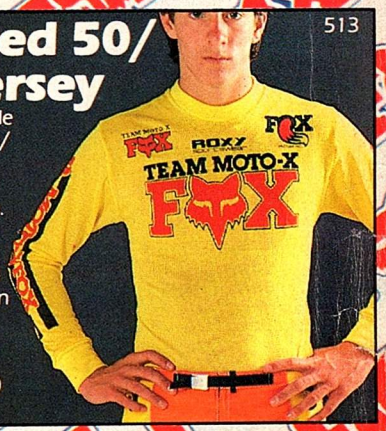




## Vented 50/50 Jersey

Comfortable mix of cotton/synthetic in vented mesh pattern. Sizes: S, M, L, XL. Why pay $24 when you can get great Fox graphics for only

$18.50




## Roost-D-Flector

New design floats away from your body giving maximum ventilation and protection for your chest & back. Injection molded. Four colors: Red/Whi; Blu/Whi; Yel/Blu; Yel/Blk.

$55.00

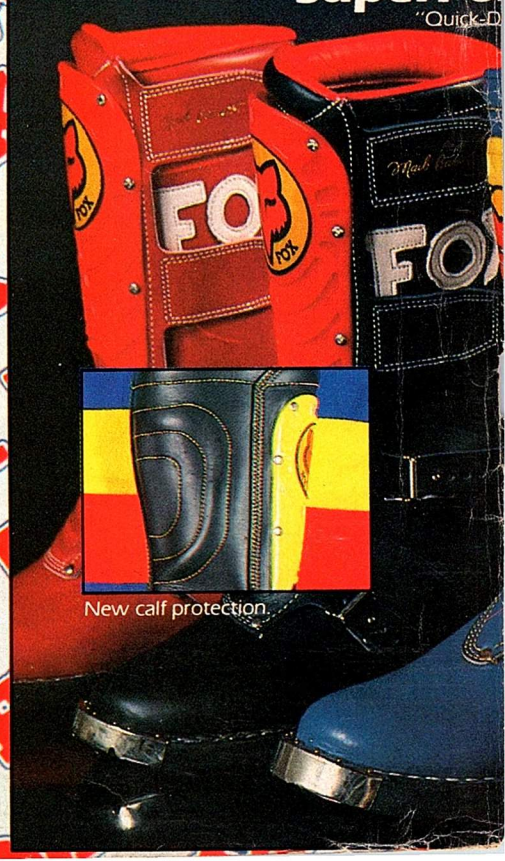
## FoxPro-1

Both front and back protection in Blk/Yel; Blue/Yel; Blue/Whi or Red/Whi for only

$37.50

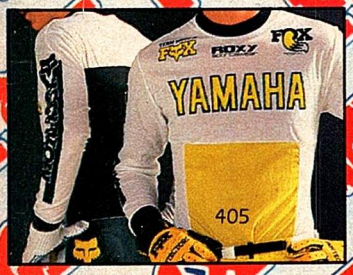
## SuperFo

"Quick-D






New calf protection.



## Vented Hats

One size fits all. Available in team colors: Red/Whi/Blu: Blue/Yellow; Black/Yellow: Green/Blu/Whi.

**$5.95**

## G.P. Jersey

Highest quality jersey made in U.S.A. Unique cotton inside and silky synthetic outside is the reason. Sizes: S,M,L,XL.

**$23.50**

## G.P. Pants

**New for '84!**

The best motocross pants we've ever offered. Why? The toughest material on the market, and it keeps it's brightness. Double sewn seams. Two color sewn on lettering. Three color spandex "Fox Head" stripes. Full knee, shin and hip padding. In Honda, Yamaha, Suzuki, Kawasaki & MOTOFOX(Red/Whi/Blu). Sizes: 28,30,32,34,36.

**$115.00**

## Race Pants

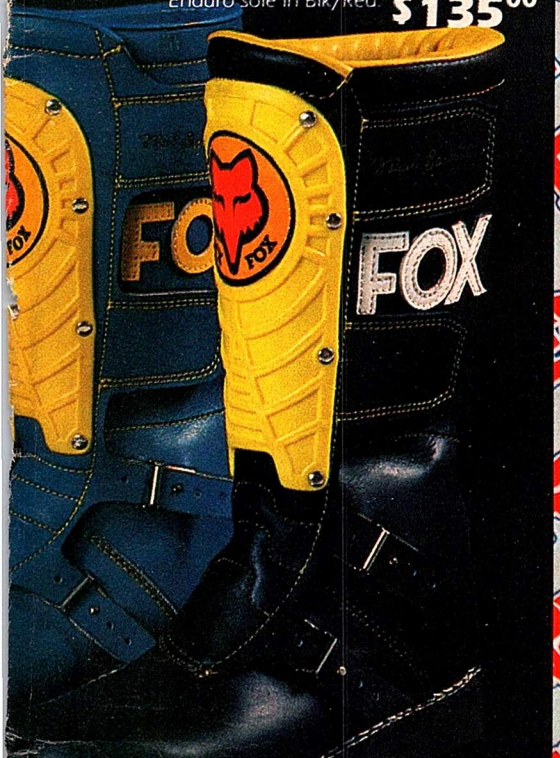
Same styling as G.P. but made with 420 denier nylon same as our '83 RacePants. Sizes: 26-38".

**$85.00**

## "Quick-Draw" Boots

"Quick-Draw" lace system for snug fit. Now with hidden plastic ankle and calf protection. Sizes 6-13. MX sole in 4 colors. Enduro sole in Blk/Red.

**$135.00**



"Quick-Draw" Lace System

## Call And Order Now!

# (408) 371-1221

On MASTERCARD, VISA and COD orders you pay freight charges. We pay freight on pre-paid orders when you send money order or certified check along with your name, address and complete product descriptions. Add $1 handling charge on orders over $15 or $3 on orders under $15. California residents add sales tax. NEW 1984 catalog yours for $1. Dealers send for catalog on letterhead. Thanks.

## MOTO-X FOX

520 McGlincy Lane, Campbell, CA 95008

In Canada Please Contact:

**Aurora Cycle Supply West**
12091 No. 5 Road, Unit #3
Richmond, BC V7A-4E9
Phone (604) 271-3331

**Aurora Cycle Supply East**
P.O.Box 433
Aurora, ONT L4G-3L5
Phone (416) 727-1937

# TOUGH FORD RANGER. UNBEATEN QUALITY!

# AMERICA'S TRUCK

BUILT FORD TOUGH

**TOUGH TRUCK QUALITY**

At Ford, Quality is Job 1 ...that's why no major import or domestic small truck tops Ranger's quality, based on a survey of owner-reported problems, during the first three months of ownership of 1983 trucks. And the commitment continues in 1984.

*Get it together–Buckle up!*

**MOST POWERFUL V-6 IN ANY SMALL PICKUP**

Today's biggest power in small 4x4's–tough Ford Ranger! Kick up your wheels off-road with the most powerful 2.8L V-6 and 5-speed options.

Light and winch owner-added. Ford assumes no responsibility for their use, availability, price, quality, safety or durability.

**BUILT-IN TOUGHNESS**

Exclusive Twin-Traction Beam suspension, choice of manual or automatic locking hubs.

**BEST-BUILT AMERICAN TRUCKS**

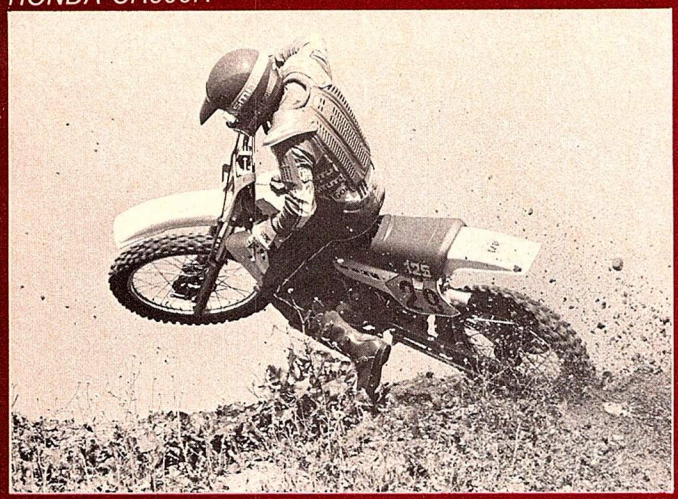
Ford

MARCH 1984
VOLUME 12, NO. 3

# MOTOCROSS ACTION MAGAZINE

*BEACH CROSS*

*HONDA CR500R*



*KTM 125MX*

**WARNING:** Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always practice discretion and wear the appropriate safety gear.

## BIKES

**36 1984 HONDA CR500R**
Making Magoo's dream come true
**68 KTM 125MX**
Answering the big question

## SPORT

**54 VERONICA BEACH CROSS**
Superstars in the Dutch sand
**66 VANCOUVER SUPERCROSS**
Going to B.C. for MX
**86 RIPPA SUPERCROSS MASTERS**
LaPorte in Australia
**94 CZ WORLD CHAMPIONSHIPS**
Dusting off the relics

## FEATURES

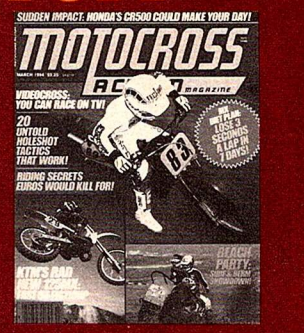
**26 HOW TO GET STARTED**
Who to talk to and where your money goes
**30 MOTO-CHALLENGE**
That isn't in the least bit fair
**32 MATTEL MOTOCROSS GAME**
Microchip MX in the living room
**50 HOW TO BE THREE SECONDS FASTER NEXT WEEK**
Of course there's a trick
**62 HONDA CR250R TIPS**
Checking the list for faults
**76 RIDING TRICKS THAT MADE AMERICA FAMOUS**
You can do it too
**83 END KNEE PROBLEMS FOREVER**
Or at least lessen them for four days
**92 HOW TO GET THE HOLESHOT**
Why start from the back?

## PERSONALITIES

**46 MINI-VIEWS**
Why Lechien left Yamaha

## REGULAR STUFF

**11 ON THE MAINJET**
**12 JODY'S BOX**
**14 DIRT**
**16 MAIL ENTRIES**
**18 ASK THE MXperts**
**24 TRICKS FROM THE TRADE**
**114 BERMSHOT**


SUDDEN IMPACT: HONDA'S CR500 COULD MAKE YOUR DAY!
MOTOCROSS
VIDEOCROSS: YOU CAN RACE ON TV!
20 UNTOLD HOLESHOT TACTICS THAT WORK!
RIDING SECRETS EUROS WOULD KILL FOR!
KTM'S BAD
BEACH PHOTO

**COVER:**—This is the whole banana: sidecars, Open class bikes, 125s, Euro machines, Oriental fliers and blazing action. Photos by Dave Gerig and Luc Verbeke. Bikes by KTM and Honda. Surf by the North Sea. Cover design by D. West. Color separation by Valley Film.

*MOTOCROSS ACTION* Magazine (USPS 986-340) (Mar. '84) is published monthly by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 10600 Sepulveda Boulevard, Mission Hills, California 91345. Subscriptions $14.98 for 12 issues (one year). Canada add $4 per year and all other foreign add $5 per year for additional postage. Copyright © by Daisy/Hi-Torque Publishing Company, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part, by mimeograph or any other means, without the express permission of the publisher. Contributors: Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions, manuscripts, photographs, and illustrations must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Daisy/Hi-Torque Publishing Company, Inc. The publisher does not assume responsibility for unsolicited material. Second-class postage paid at San Fernando, California 91340, and at additional mailing offices. POSTMASTER: Send address changes to *MOTOCROSS ACTION* Magazine, P.O. Box 9502, Mission Hills, California 91345-9502.

DUNLOP
32
DUNLOP
DUNLOP
DUNLOP SPORTS K138

## Bred for Competition.

Dunlop's heritage of leadership, innovation and triumph is legendary, proven week after week where it counts. . .at Carlsbad and the world's most grueling racetracks.

That's why Dunlop tires are the choice of champion motocross and enduro riders like Mark "the Bomber" Barnett, Bob "Hurricane" Hannah, and "King Richard" Burleson.

They know that Dunlop tires chew up the dirt and the competition . . .delivering the kind of winning performance that legends are made of.

Our "no compromise" approach to dirt tire construction produces a line of tires that can conquer any conditions. . .loose, loamy sand, thick, heavy mud, or blue groove hard tracks.

So, if you want to break away from the pack, get on the legendary brand of champions. . .Dunlop.

# The Legend Lives. Dunlop Dirt Tires

## Engineered to win.

Dunlop's unending pursuit of ultimate tire performance has placed them in a class of one.

Our world leading technology is reflected throughout our dirt tire lineup.

**The K690A rear.** Designed to blast through heavy mud and soft, loamy conditions. Hard compound and wide open knob spacing get you out of places the competition will only get you into. Knob pattern creates a mud clearing paddle effect.

K690A rear

K490 rear

**The K138 rear.** Proven hard track winner gets the horses to the ground, and keeps them under your control. Thermoplastic soft compound and tight knob spacing deliver the blue groove traction and control that spells trouble for the competition.

**New! K490 rear.** The perfect middle ground. For those changing track conditions, the K490 has the ideal knob spacing, exclusive powerlock outer knobs and compound to handle whatever dirt you get into.

**The K139 front.** Tall knobs and tall section height, combine with soft compound, twin shoulder knobs and stiff sidewalls to create an all-track, test proven performer.

The way we see it, no matter what the track surface or the level of your competition, if you're going for the checkered flag, go for it on the legend. . .Dunlop.

**DUNLOP**

*The logical choice*

Dunlop Tire & Rubber Corp. Buffalo, NY 14240-1109.

# WHEN GOOD ENOUGH ISN'T ENOUGH.

When you're fast, good enough isn't enough. When you're really fast, only Oakley will do.

That's why more and more pros are seeing the checkered flag through the Oakley 0/20 Goggle System.

0/20's are made with the toughest materials and most advanced goggle technology. Then we give them to the fastest riders to help us make them even better.

Dirt scorchers like Mark Barnett and Hakan Carlqvist use every millimeter of the 0/20's extra-wide angles of vision. Then ask for more.

Go-for-brokers like Johnny O'Mara and Jeff Ward push our unique No-Fog and minimum-distortion lenses to the limit.

While come-from-behind specialists like Ricky Johnson blast through flak and debris with our machine-gun fast Factory Pilot Tearoff system. Then try to go faster.

Designed by the best. Tested by the fastest. Refined and re-refined. That's the Oakley research and development philosophy.

And that's what makes the 0/20 Goggle System the best goggle you can fly.

Or, to put it simply: if anyone builds a better goggle than the 0/20, it's going to be us.

OAKLEY

*Almost an unfair advantage.*

Send $12.00 for new white Oakley Factory Pilot hat to: 3 Wrigley Drive, Irvine, CA 92714 USA.

# "I HELPED TURN BELL HELMETS INSIDE OUT."

Bob Hannah

Bob "Hurricane" Hannah hit us like a tornado.

Talking up a storm. Making demands. Turning us upside down.

We liked it.

After all, it resulted in our brand new Moto 4. A helmet that we put a lot of work into.

Naturally, that wasn't enough for Bob Hannah. He had to have a helmet he could take something *out* of.

Like the lining.

And considering all the dirt he kicks up, you can't blame the guy for wanting a helmet lining that's removable. After awhile, it tends to get a little stale.

But our new polypropylene foam lining can be washed or swapped so you can always keep it fresh and clean. And if it should ever wear out, you just buy a new lining, instead of a whole new helmet.

But the Moto 4 has more than just one revolutionary feature. Take our Force-Flow™ ventilation system. The rear vents actually create a vacuum that draws air in, moves it around your head, and sucks it out the back of the helmet. Taking a lot of heat along with it.

Then there's the adjustable visor. It's designed to block the sun—not your field of vision—no matter whether you're flying over whoop-de-doos or skidding around whoop-de-don'ts.

So what was Hannah doing while we were creating this work of art? A lot more than watching. As a member of our Racing Development Team, he (as well as other top racers like Mike Bell) worked with us all the way. Designing. Testing. Refining.

And what was Hannah's verdict on our new Moto 4? Well, being more a man of action than words, all he said was, "The best."

We were thrilled. After all, Bob "Hurricane" Hannah may blow away his competition. But he never wastes his breath.

*Our revolutionary Force-Flow™ ventilation system really keeps you cool.*

BELL®

*© 1983, Bell Helmets Inc. Helmet warranty void unless fitted by an authorized retail motorcycle dealership.*

MOTOCROSS ACTION MAGAZINE

**JODY WEISEL**
Editor

**DAVID GERIG**
Associate Editor

**LANCE MOOREWOOD**
Field Test Supervisor

**GARY JONES**
Test Consultant

**DESIGN AND PRODUCTION**

**DENNIS WEST**
Art Director

**DEBBIE BRITTON**
Assistant Art Director

**GARY RADUZINER**
Assistant Art Director

**SUSAN BUCK**
Production Editor

**EDITH MARTINELLI**
Assistant Production Editor

**ALICE NICHOLS**
Typographer

**MELISSA LOVEN**
Photo Lab Technician

**ADVERTISING OFFICES**

**SCOTT WALLENBERG**
National Advertising Director

**MARK THOMAS**
Account Executive

**ROBERT REX**
Account Executive

**PEGGY BARR**
Advertising Coordinator

**ZAHAVA SEGAL**
Account Administration

**DAISY/HI-TORQUE PUBLISHING CO., INC.**

**ROLAND HINZ**
President and Publisher

**LILA HINZ**
Associate Publisher

**WILLIAM R. GOLDEN**
Consultant and Founder

**JEFF SHOOP**
Circulation Director

10600 Sepulveda Blvd.,
Mission Hills, CA 91345
(213)365-6831

ABC

# On The Mainjet

## By Roland Hinz

☐ One of the most popular offshoots of the sport of motocross seems to be denigrating the potential and growth of the activity. Not a day passes in the motorcycle industry that some naysayer doesn't bemoan the death of motocross, complain about the increasing cost of participation, and bad-mouth the shortsighted dogma of the manufacturers. There is no doubt that modern culture will more often than not prove a pessimist to be an accurate oracle of the future, but the motocross facts don't jive with the negative thinking.

Many of the ringside sitters watch the controversies, arguments and back-stabbing of the professional motocross wars and confuse those high-dollar, entrepreneurial gambles with the *sport* of motocross. Everyone is talking about the big factory cutbacks for 1984. In fact, only two top-flight contracted riders were cut for the 1984 season (Alan King and George Holland), and one of those (Holland) is still being paid. Riders who performed well in 1983 were rewarded with some of the biggest contracts in motocross history. Does that sound like cutbacks?

Yamaha proposed that production bikes be raced on the professional circuit for 1984, and immediately the critics assumed that the factories could no longer afford to race. This isn't true. Suzuki, Kawasaki and Honda will continue to field teams on works bike equipment, and Yamaha's motocross team will have production bikes so heavily modified that it might be cheaper for them to build *works* one-offs.

But the enemies of the sport continue to peck away, claiming that when *works* bikes disappear, the sport will stagnate in its development. This is hogwash. Most of the modern improvements in powerbands, suspension and component development are being spurred on by the aggressive American aftermarket industry. When the foundations are so strong in this country, things can only get better.

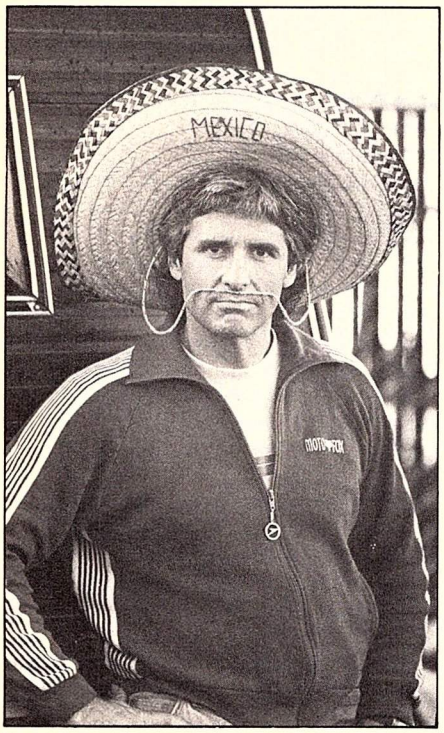
What about the local racer? Apart from the shenanigans, publicized quotes, and extravagant salaries, the factory riders are only decoration on motocross' cake. The real sport of motocross exists, much like an iceberg, below the highly publicized superstars. Local racers, kids who walk into shops with hard-saved dollars, are the real sport of motocross, and they are as strong as ever. Back in the '70s, when street bike sales were beginning to dominate the sales percentages, the doomsday advocates said that dirt bikes were dead. Now that street bike sales have slipped and dirt bikes are again moving up in the percentage ranks, you don't hear anything about the sales charts. Too much of the negativism in our sport is selective.

The biggest problem facing the local racer is the cost of his equipment. A 1984 250 retails for $2500, and that is a steep price—although if viewed from an overall economic point of view, the bikes have improved technically, performancewise, and in reliability tenfold over the last ten years. The price has only doubled. Motocross remains the cheapest Grand Prix level motorsport in which anyone can engage. The complete cost of a season on the National MX circuit wouldn't buy tires for

*(continued on page 112)*

# Jody's Box

## By Jody Weisel




☐ The scourge of motocross, the great affliction that is a monkey on every young, naive and susceptible racer's back, is trophy lust. It starts in the mildest way and suddenly becomes an all-consuming passion. Family life, responsibility, work and human dignity are pushed to the wayside in an effort to latch on to 14 inches of sheet metal, plastic and vinyl. Men have been known to do almost anything in order to be able to belly up to the trophy presentation.

There is no limit. One trophy only gets a rider hooked. Ten nod him off to dreams of a hundred, and a hundred lead to fantasies of a room overflowing with gaudy plastic and miscellaneous plaques.

In SoCal the promoters have started programs to try to rehabilitate the worst cases of trophy lust. One organization will give you an eight-dollar gift certificate in lieu of your trophy. The program hasn't been a success, because too many of the riders are having the certificates bronzed and mounted on marble bases. Another club will hold all of the trophies you have won during the year and, at the end of the season, mount all of the engraved plates on a large wooden wall plaque. Under this plan a year's worth of winning doesn't have to fill up the garage, but in my case the plaque would be about the size of a pocket calendar. Another handy West Coast trophy trick is to withhold the trophy you won this week until next week. In theory the system works great for the promoter, because you have to keep coming back week after week to pick up last week's trophy. There are a few problems. Take Jimmy Mac, for instance. Since the Mac never wins, he never has a reason to come back. Or Crazy Dave, who refuses to pick up any of his trophies until he has accumulated a giant pile of them. Then and only then will he take the trophies away from the harried promoters. The one condition is that Dave has to have brought out a new girlfriend to the races. Then he casually walks up to the sign-up booth after the races and carts back 13 trophies. She thinks he's a hero and is amazed that a guy who crashed through the Port-a-cans on the third lap was still able to win so many trophies that day.

I have my own way of controlling trophy lust. For most riders it is too radical an approach, but, whenever I win a trophy, I wander up to the trophy presentation and peruse the selection with great care. I then negotiate to get the ugliest trophy available. Once you are able to separate trophies from rites of masculinity and turn them into a journey through the world of oddity, the addiction is broken.

Imagine a wall covered with paisley-print towers, prism-effect trophies, wallpaper-covered awards and little bubble-headed Harley riders molded out of gold-flaked plastic. Whenever the urge to go out and kill to win overcomes me, all I have to do is walk over and look at the trophy with the green day-glo panels and the dangling miniature chain. The desire to win is instantly sapped.

Yet, trophy lust is a tough nut to crack. You can never have too many trophies (unless you are the one who has to dust them), and it turns out that they can never be too ugly. Just as it looked like I had my my fever for gaudy plastic under control, I showed up at a big West Coast racing series and spied the ultimate trophy. It was so ugly that I had to have it. It was a piece of driftwood, carved flat, resinated and with a complete Puch gearbox mounted to the face of it. If that wasn't enough, the name of the event was burned into the wood with barbed-wire calligraphy. It was so gruesome I almost drooled looking at it.

It was a five-race series. The winners each got a giant driftwood monstrosity. I was obsessed with nabbing the *piece de resistance* for my ugly trophy collection. Each week I'd go up and massage the wood. It was so sano that I got splinters from it four weeks in a row and didn't care.

Going into the last moto of the series, I was five points behind Jimmy Floyd for the overall win. As I pulled up to the starting line with a glazed-over look in my eyes, spittle on my lip and a two-day beard bristling on my face, I sneered toward Jimmy Floyd. He smiled and came over to me.

"Jody," he said, "let's make a deal. It is only you and I in the running for the championship. We've both been racing long enough to know that this is just a sport. We race for fun. So whatever happens, I want to wish you luck. I'd like to win, but there is some consolation if I lose. I won't have to take that malformed wooden nightmare home with me." He was talking about the trophy I lusted after. I lunged at him and grabbed him by the Jofa. While we wrestled around behind the gate, the race started. We were up like a flash and back on our bikes.

Big Jimmy stuffed me in the first turn, but I didn't shut off at the third corner (I also didn't corner) and blew him over the berm. Down the back straightaway Jimmy's big 500 pulled up next to me, and he reached over and kicked my bike out of gear. Luckily, I was able to slap his front brake lever as I went over the bars, sending him down hard.

Back on our bikes again, I flew down the finish-line chute and carved into the corner ahead of Jimmy Floyd, only to lock up my brakes just as he entered the turn. I felt his front wheel hit my rear and smiled knowingly to myself as I gassed it toward the checkered flag. I would finish 23rd, but it would be better than Jimmy Floyd. The trophy was mine, but only if I beat him by more than five points.

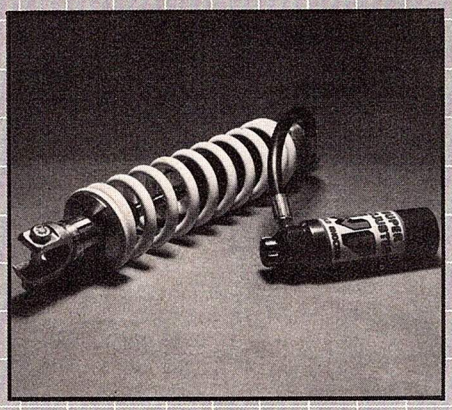
When they posted the results, they scored Jimmy Floyd and me as a tie. Who was going to get the trophy? No way was Jimmy Floyd going to let me have it after that killer race. This was a definite no-win situation. I was depressed. Jimmy Floyd, still angry, walked up with a saw and hacked the driftwood into two pieces, handed me my half, stepped over to the garbage can and threw his part in. "If you want it, you can have it," he snarled.

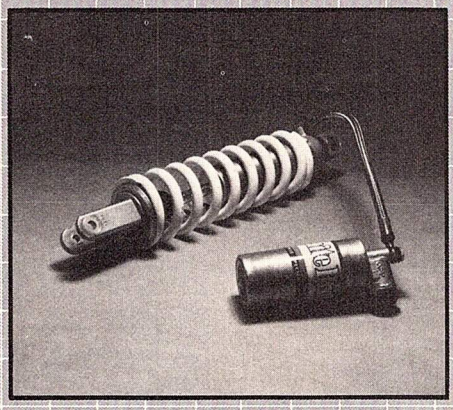
"Want it? You gotta be kidding," I said. "This thing is even uglier when cut in half. I love it!" ☐

# SIX WAYS TO CLEAN UP WHEN PLAYING DIRTY.

### WHITE POWER SHOCK

The most victorious shock in Europe is now available for the 1984 model bikes. Adjustability is the key to this year's shock with practically infinite compression and rebound speed adjustment. And a wide variety of springs. White Bros. race technicians dial it in for you and back it with our exclusive 60 day set-up guarantee. Unless you've got a factory ride, you won't get a better ride than White Power. Include your weight, class and intended use. $395.00.



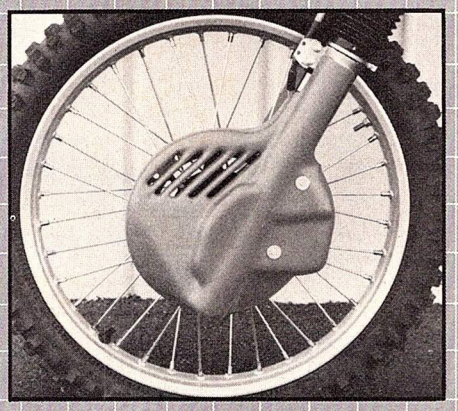


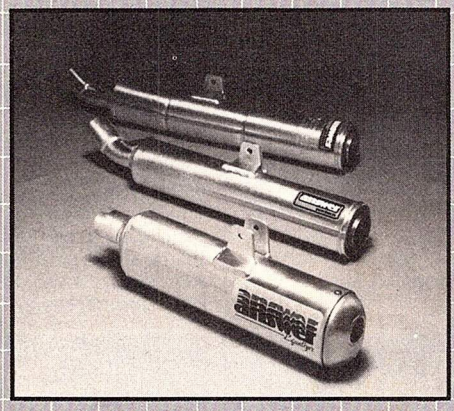
### SINGLE SHOCK MODS

We've built a reputation for building the hottest performing shocks on the track. Our service improves damping action which means more power to the ground as well as a smoother more controllable ride. High-quality White Power shock springs give a more progressive ride to reduce rider fatigue when the going gets rough. Shock service priced from $50.00. White power springs $69.95. Include your weight and intended use when ordering.

### BRAKE COVERS

Factory bike looks begin with CR/KX Fork/Disc covers from White Bros. White Bros. covers, imported from Holland are double the thickness of domestic covers and BOLT ON 1984 CR's and KX's for the works touch. Available in Red and White at $24.95 including hardware. Drum brake style for Yamaha and Suzuki are $20.95 in White, Yellow, and Red.



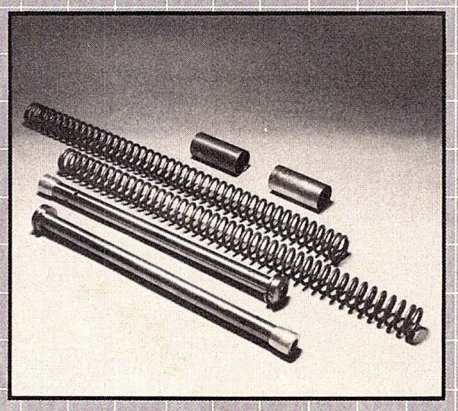


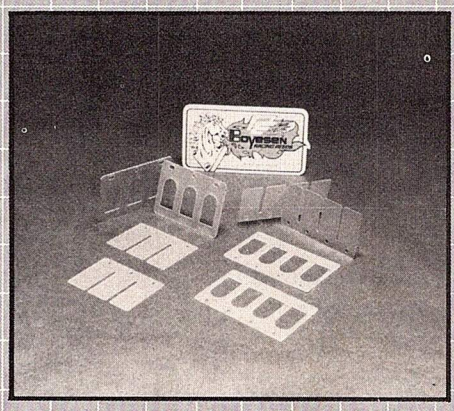
### ANSWER SILENCERS

Improve performance and loose weight with Answer Products 1984 lineup of super sano oval aluminum silencers. They're completely rebuildable and available for most late model bikes. From $46.95 to $56.95. Answers new clamp-on spark arrester is compact, lightweight and U.S. Forestry approved. Available for $27.95.

### PRO FORK KITS

Improve state-of-the-art with White Bros. race developed Pro Fork kits. Depending on your bikes needs, kits include high quality chrome silicon fork springs, damping rods, spacers, and all parts needed for easy installation. They're available for most bikes. From $39.95 to $104.95.






### BOYESEN DUAL STAGE REEDS

Increased power and more control are what makes the winning difference. That's the Boyesen advantage. Low RPM throttle response to blast out of turns as well as more top end control that no single stage reed can match. They're easy to install and inexpensive. Priced from $9.50 to $36.45.

## Order Today

Or, for a free all new 1984 catalog send $2 to cover postage and handling and we'll rush you a 80 page race catalog with hundreds of ways to leave 'em dirty, while you clean up.

| Description (Include model of bike if appropriate) | Price Per Item | Qty. | Total |
|---|---|---|---|
| | | | |
| | | | |
| | | Calif. Res. Add 6% Tax | |
| | | TOTAL | |

Name _____

Address _____

City _____ State _____ Zip _____

☐ Cash ☐ COD ☐ Visa ☐ M/C Card # _____ Exp. Date _____

Signature _____

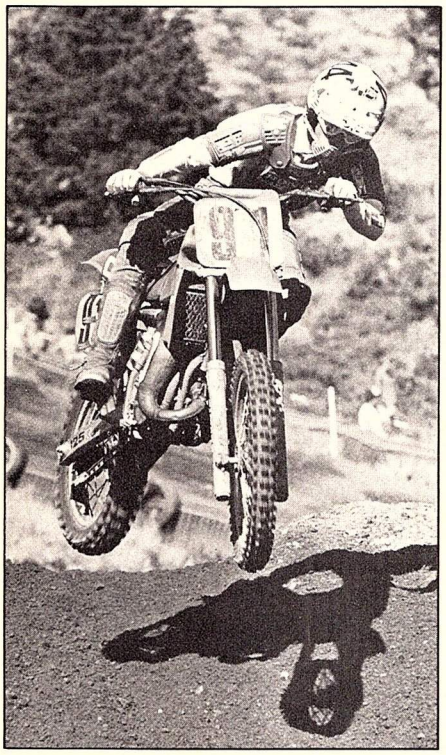
## Or Call

(714) 895-1991

White Bros

11750 Seaboard Circle, Stanton, CA 90680

# Dirt

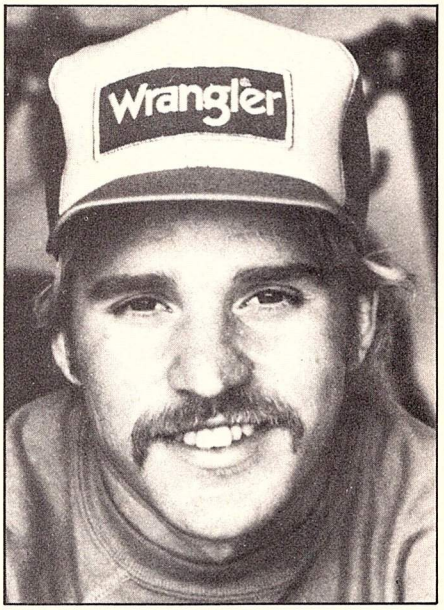


☐ *Johnny O'Mara will lead the 1984 Honda team of Ron Lechien, Bob Hannah, David Bailey and Danny Chandler.*

Tom Strattman

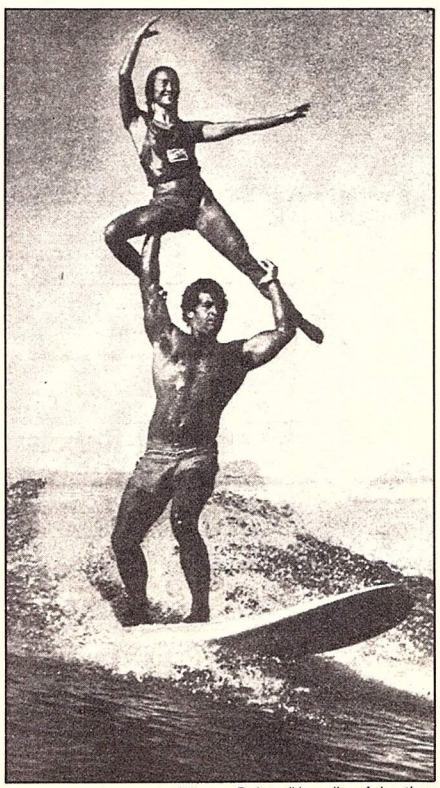
*Broc Glover will be riding production bikes along with Yamaha teammates Keith Bowen and Ricky Johnson during the 1984 campaign.*

*John Finkledey remains the number one KTM rider. John's fame is spreading faster in Europe than it is in America.*




*Suzuki has trimmed its team to Mark Barnett and Scott Burnworth. Former 125 Champ Barnett will be moving to the 250s.*

*Kawasaki will field a three-man team of Jeff Ward, Kent Howerton and Billy Liles.*



Warren Bolster/Hawaiian Advertiser

*Where is John DeSoto? The Flyin' Hawaiian won the 1983 Makaha Tandem Surfing Championship.*

*Mickey Dymond has signed on with Team Husqvarna for 1984. Dymond was on the disbanded Maico team in 1983.* ☐

**JODY'S BOX CONTEST WINNER**

• Jerry Weavers of Spring Lake, Michigan, has won the January Jody's Box contest. Jerry joins the list of readers who have won Jody's leathers, goggles, mouthguard, shoulder pads, Workstand and now his boots. Jody refuses to cooperate anymore. Jerry will receive Jody's Gaerne boots for his correct answers. The answers to the January contest were: 1. Sheila; 2. day-glo orange; 3. Cucamonga; 4. Nick and Vito's Cycle Emporium. •

# IF YOU THOUGHT OUR 1983 HONDA CR PIPES WERE HOT... HOLD ONTO YOUR HAT IN 1984... WE'LL EVEN GIVE YOU THE HAT!

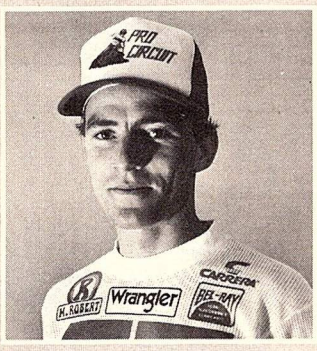
**You can't beat our new 1984 Honda CR80, CR125, CR250 and CR500 pipes.** We know they can't be beat because the competition has tried. We hope they keep trying because we look better every-time our race-tested and competition proved pipes is held up for comparison. If you have a Honda CR you can go to the other guys first, but if you want to be first you'll come to us.

**FREE PRO CIRCUIT HAT!** If you buy a Pro Circuit Honda pipe we'll give you a free Pro Circuit hat. The hat won't make you any faster (you don't need to be any faster once you have a Pro Circuit pipe), but it will make you the envy of the pits. All you have to do to get your free hat (a $7.00 value) is to mention MOTOCROSS ACTION Magazine and that you want your hat. Your hat and pipe will be shipped out immediately.

**MAKING HONDA HORSES IS A FULL-TIME JOB.**

Pro Circuit racing is committed to quality performance parts for motocross. We aren't in the clothing, boot, goggle, plastic or seat cover business. Pro Circuit is in the business of making horsepower. We have the knack and the track! Pro Circuit has the best privateer racing record on the West Coast and our R&D facilities are less than ten minutes from Saddleback Park. From Supercross to Trans-CAL to the Nationals Pro Circuit is there . . . Which is the next best thing to you being there, because we can bring the horsepower right to your house.

PRO H CIRCUIT




Goat Breker-Team Honda

**YES, I WANT TO ORDER A PRO CIRCUIT PIPE!**

Order your Pro Circuit pipe immediately from this ad and receive a free Pro Circuit hat. Now is your chance to give yourself the Pro Circuit advantage. Hurry! This offer expires February 31, 1984. Don't miss out!

Name _____

Address _____

City/State/Zip _____

Pipe/Model/Year/Eng. Size _____

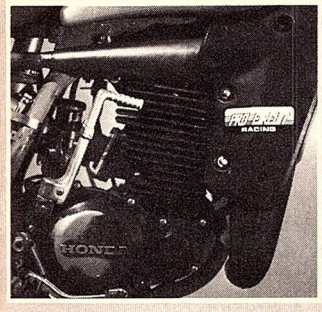
COD ___ Master/Visa No. _____

Exp. Date ____/____/____

**FREE HAT WITH EVERY ORDER!**
**SPECIAL!** Order by phone and save time. We ship COD. (714) 993-5401

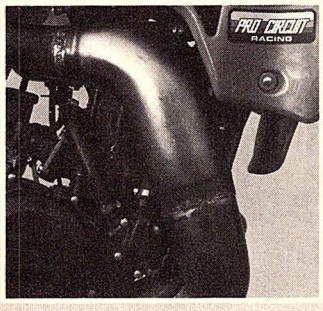
PRO H CIRCUIT

**PRO CIRCUIT RACING**
**4212 E. La Palma**
**Anaheim, CA 92807**
**(714) 993-5401**




**1983-84 CR480/CR500**

Open bikes are awesome, but they can quickly become gruesome if you can't manage the power. Pro Circuits new generation power pipes make your CR480 or CR500 faster, broader and easier to ride, while boosting horsepower figures into the stratosphere. If you're man enough to ride an Open class Honda then you need a Pro Circuit pipe to make the most of your bike. $128.00.

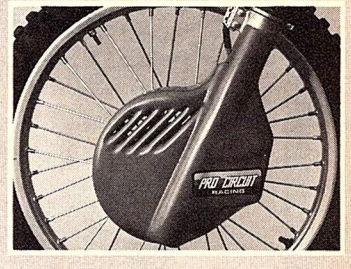



**1983-84 HONDA CR250R**

Whether you have an 1983 CR250 or the new ATAC CR250R Pro Circuit has worked over time to bring you a Works powerband. Our new CR250 pipe has increased ground clearance, heavy duty 18 gauge head pipe and a boost in the power so strong that Works bikes are using the similar dimensions. Pro Circuits CR250R pipe is a first class ticket to stardom. $128.00.

**1983-84 HONDA CR125R PIPE**

If you are looking for more punch out of your CR125R then the Pro Circuit Power pipe is for you. Each CR125R pipe is tested, raced and proven to make more mid-range and stronger top-end. This is the pipe that turned the Honda's into winners and it is the pipe that can keep them there. $128.00.

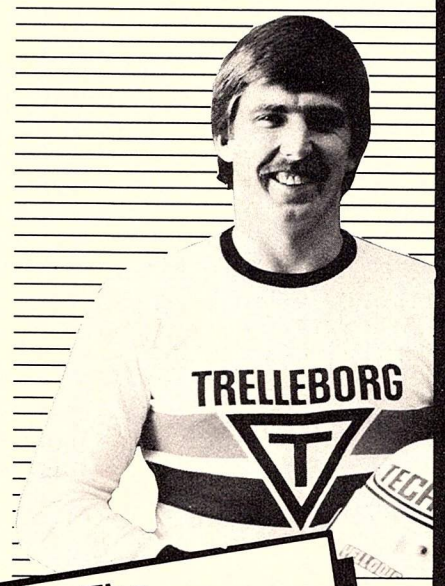



**Works Disc Protectors** now available in solid white or gray. These hot new items are guaranteed to make you look like your favorite Honda factory star. $29.95.

1983-84 CR80 pipes also available. $128.00.

**PRO CIRCUIT RACING** 4212 E. LaPalma, Anaheim, CA 92807 (714) 993-5400

# FOOTPRINT
of the
# CHAMPION




The
**Sandmaster 944**

| | |
|---|---|
| 425-18 | $77.95 |
| 500-18 | 79.50 |
| 500-17 | 79.50 |

**Designed by the 1983 500cc World Champ.**

Håkan Carlqvist

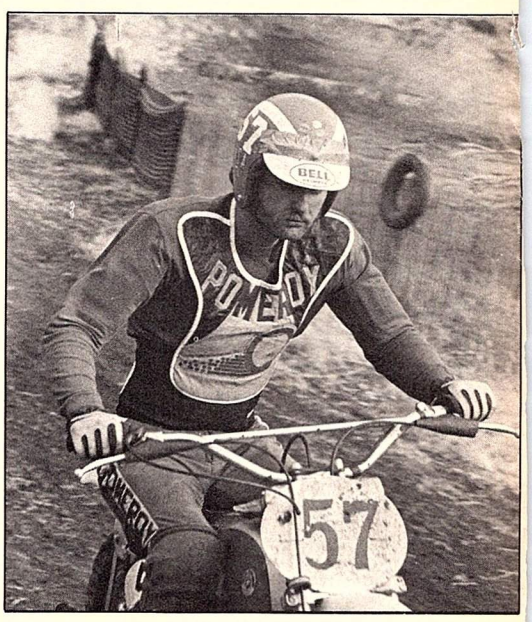
# TRELLEBORG
**World Champion Motorcycle Tires**

***Ask Your Dealer or Call:***

MOTO RACE
P.O. BOX 861 • WILBRAHAM • MASSACHUSETTS 01095

**800-628-4040**


# Mail Ent




**MX AND TROPHEE des HELMETS**

Dear *MXA,*

Where can I buy one of the trick helmets worn by our MX and Trophee des World Champions? I have been trying to find one of those helmets since Jim Pomeroy wore them in the early '70s. Any help would be greatly appreciated.

Scott Brundage
Las Vegas, NV

*(The U.S. team helmets are reserved for riders who represent their country in International events. It would be in bad taste to paint your helmet with the white stripes unless you were on the MX and Trophee des Nations or Six Days team.)*

**WHO'S A SORE LOSER?**

Dear *MXA,*

I have been reading your magazine for the past eight years, and I think all of the Europeans are a bunch of sore losers! They complain way too much (especially Malherbe and Jobe). Years ago, when the Euros dominated the sport, you didn't see Americans making any excuses. As to the remarks that Malherbe made on page 103 in the January issue, I don't think he could have won even if his bike had not broken. Face it, Andre, the Americans are fast and will smoke everybody next year, also. Congrats to Bailey, Glover, Ward and Barnett on another job well done.

Scott Kaysen
Silver Springs, MD

*(So there!)*

**FASTEST 125 YET?**

Dear *MXA,*

I am planning to buy a new 1984

# ries

125, and I don't know which one to choose. When are you going to publish the 1984 125 shootout? I'd also like to know why Kawasaki is the only Japanese manufacturer to mount its radiators on one side of its motorcycles. Is this an advantage or disadvantage?

Jeff Baldays
Cincinnati, OH

*(The MXA 125 shootout will appear in the April 1984 issue, which goes on sale in March but goes to subscribers in late February—just another reason to subscribe.)*

**THANKS FOR THE MEMORIES**

Dear *MXA,*

I would like to thank you for all the help your magazine has given me since I started racing. The bike tests help me decide which is the right bike for me to buy and tell me what's wrong with the one I have. The hop-ups give ideas on how to make my bike faster and better handling. What I really want to say is: Thanks for helping me out over the last four years.

Terry Buckallew
Green Rock, IL

*(We couldn't have done it for the last ten years without the support of people like you. Thanks!)*

**WHERE DO THEY GO?**

Dear *MXA,*

What happens to your test bikes after you are done with them? Do they get sold or what?

Jeremy Sykes
Solana Beach, CA

*Normally they get crushed! An MXA wrecking crew test session is nothing if not thorough. We give it our all during testing, and, when we are finished, the bikes go back to the factories. They sell them, but only to dealers.)*

**SO YOU WANNA BE A STAR?**

Dear *MXA,*

I wonder if you can give me any information on becoming a test rider for *MXA.* I know you probably get thousands of these letters each week, but I thought maybe this one would catch your eye. What does it take to cross it up to fame and fortune?

David McCabe
Tampa, FL

*(Since Jody, Lance, Gary and David are pulling salaries just slightly less than what Goose Gossage makes, the publisher can't afford any more. There are rumors of some of the MXA test crew holding out for free-agent status. When they do, we'll call you.)* □

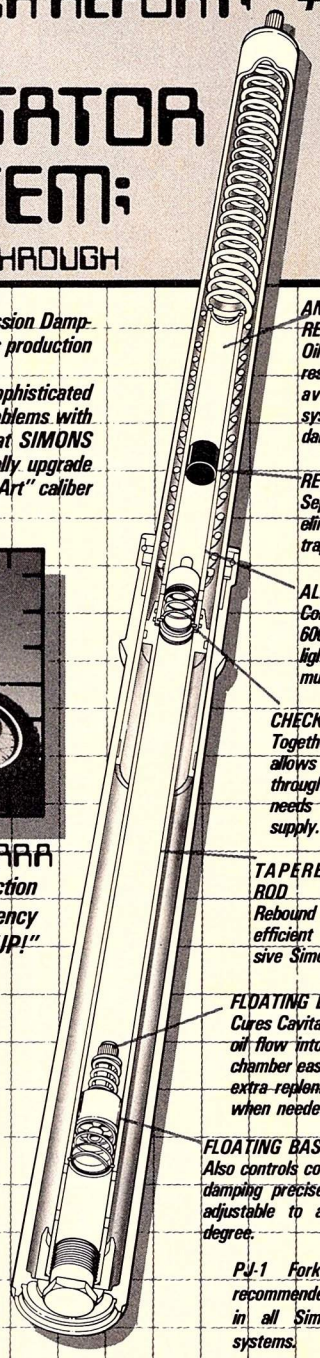

SUSPENSION TECH REPORT: #0010
SUBJECT:
ANTI-CAVITATOR FORK SYSTEM:
A TECHNOLOGICAL BREAKTHROUGH

*Air Entrapment, Cavitation and lack of Compression Damping are three major problems that plague todays production forks.*
*The ANTI-CAVITATOR Fork System is a new sophisticated suspension system that ELIMINATES these problems with unique technology developed by the experts at SIMONS Inc. This system was developed to economically upgrade ordinary production forks to give "State of the Art" caliber performance.*

EVALUATION: JOHNNY O'MARA
*"With the ANTI-CAV system my production forks take on a new dimension of consistency and accuracy, DEFINITELY THE HOT SET-UP!"*

*At $139.95 "State of the Art" suspension components have never been available so reasonably priced. Available for most 1983-84 Japanese MX bikes, soon available for four-stroke Japanese MX/Enduro bikes. For more information or to place your order phone or write.*

Simons
*2625 Miller Avenue • Mountain View, CA. 94040 • (415) 948-3470*



*ANTI-CAVITATION RESERVOIR*
*Oil is contained in this reservoir keeping it available to the system for accurate damping.*

*RESERVOIR FLOAT*
*Separates oil from air eliminating "Air Entrapment"*

*ALL ALUMINUM*
*Constructed of all 6061-T6 aluminum for light weight and optimum strength.*

*CHECK VALVE*
*Together with the float allows only oil to pass through when the system needs a replenished oil supply.*

*TAPERED DAMPING ROD*
*Rebound damping is more efficient with this exclusive Simons design.*

*FLOATING BASE VALVE*
*Cures Cavitation by letting oil flow into compression chamber easily by opening extra replenishment holes when needed.*

*FLOATING BASE VALVE*
*Also controls compression damping precisely and is adjustable to an infinite degree.*

*PJ-1 Fork oil is recommended for use in all Simons fork systems.*

FREE! O'NEAL CATALOG

A full-color catalog stuffed full of all the hottest racing products and protective gear on the track today.

Name _____
Address _____
City _____ State _____ Zip _____

Enclose $1.00 to cover cost of postage and handling.

Send To: **O'NEAL U.S.A.**
9555 OWENSMOUTH AVENUE,
CHATSWORTH, CA 91311 U.S.A.

CHAPARRAL Cycle Supply
ORDER toll-free Nationwide 800 841-2960 Outside the 48 States California 800 221-2479 714-889-2761
889 W. Mill St. San Bernardino, Ca 92410

DUNLOP KNOBBY

| | | |
|---|---|---|
| 500x17 | K88(ST) | $42.99(E) |
| 400x18 | K690A(ST) | $37.99(D) |
| 510x18 | K690A(ST) | $45.99(E) |
| 510x17 | K190(IT) | $47.99(E) |
| 275x17 | K490(IT) | $19.99(C) |
| 300x12 | K490(IT) | $15.99(C) |
| 410x14 | K490(IT) | $22.99(C) |
| 120/80x18 410 | K490(IT) | $32.99(E) |
| 130/80x18 (460) | K490(IT) | $33.99(E) |
| 140/80x18 (510) | K490(IT) | $35.99(E) |
| 300x21 | K139(IT) | $46.99(D) |
| 410x18 | K138(HT) | $47.99(D) |
| 450x18 | K138(HT) | $51.99(E) |
| 510x18 | K138(HT) | $55.99(E) |

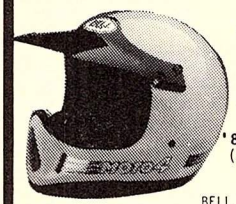
(ST)for soft terrain: (IT) for intermediate terrain: (HT) for Hard Terrain.

CHENG SHIN KNOBBY METZELER COPY

| | | | |
|---|---|---|---|
| 410x14 | 17.99(C) | 530x18 | 29.99(E) |
| 300x16 | 14.99(C) | 300x21 | 17.99(D) |
| 530x17 | 32.99(E) | 325/250x21 | 19.99(D) |
| 350x18 | 18.99(D) | 325x21 | 24.99(D) |
| 410x18 | 21.99(D) | 560x17 | 37.99(F) |
| 460x18 | 26.99(E) | 560x18 | 36.99(F) |

BOOTS

| | | |
|---|---|---|
| Vendramini kid | MX | 59.99(C) |
| Vendramini Leather MX | | 89.99(C) |
| M Roberts Roboots | | 89.99(C) |
| Gaerne leather MX | | 129.99(C) |





NEW! Special Yellow, Red & White SIMPSON #52 $99.99(C)

'83 BELL TRAILSTAR (Red, white or blue) $79.99(C)

BELL MOTO-4....$129.99(C)
BELL MOTO 3....$99.99(C)

GOGGLES

| | |
|---|---|
| Jones Lexan | 14.99(A) |
| Jones Pro | 24.99(A) |
| Oakley 0/20 | 15.99(A) |
| Scott 89 | 14.99(A) |
| Scott 90 | 18.99(A) |

GLOVES

| | |
|---|---|
| Ceet MX | 17.99(A) |
| Scott/Elite | 18.99(A) |
| Answer | 22.99(A) |

answer CEET TEAM

PANTS

| | |
|---|---|
| Ceet MX | 79.99(B) |
| Team MX | 69.99(B) |
| Team Gators | 13.99(B) |
| Answer | 85.99(B) |
| Answer Gators | 16.99(B) |

JERSEYS

| | |
|---|---|
| Ceet Cotton | 14.99(A) |
| Ceet Vented | 17.99(A) |
| Answer Cotton | 16.99(A) |
| Answer Vented | 20.99(A) |

Shipping cost determined by weight of each item as indicated in ( ) behind prices. Our sales staff can give you this amount when you call, or contact your local U.P.S. office.

Open 7 Days!
Write for Newest Catalog
Save even more—no sales tax outside California

NEW! Warehouse
Open to the Public 7 days!
889 Mill St - San Bernardino,
M-F 8 to 7 Sat-Sun 9 to 5

# Ask the MXperts

**FOX AIR SHOX**

Dear MXperts,

I recently bought a 1978 Suzuki RM400C, but I have a problem. The bike that I bought came with 17¾-inch Fox Air Shox. I thought they may have been a litttle worn out, so I put the stock shocks back on, but they don't work much better. I figure it would cost about $90 to rebuild the Fox Shox. My question is, should I rebuild the Fox Shox or invest the money in a new pair of aftermarket shocks?

Mike Reed
Yuma, AZ

*If you plan on rebuilding the shocks yourself, make sure that you follow all the instructions in the manual provided by Fox. The shocks you have were the hot setup at one time, and they will still do the job. Once the shocks are rebuilt, run the nitrogen pressure at 75 psi in the large end of the shock and 165 psi in the small end.*

**TO MINI OR NOT TO MINI**

Dear MXperts,

I am a 14-year-old rider and was wondering if one of the current batch of minicycles would fit me. I am five-foot-seven and weigh 117 pounds. Am I too big for a mini?

Jeff Van Matre
Trinidad, CO

*You will be soon.*

**"GREEVE-ING"**

Dear MXperts,

I blew the whole ignition system on my Greeves 380. I have looked all over for one, but nobody has one. What should I do?

Todd David
San Diego, CA

*If you have a non-points ignition, the Greeves used a Motoplat. These are available from Husky, KTM or Maico dealers. If you have a points ignition, you can use auto parts. Just mix and match. Parts are available from British Motorcycle Parts, 13 El Cuenco, Carmel Valley, CA 93924; (408)659-4958.*

**SHOCKING ADVICE**

Dear MXperts,

I am writing to ask your advice on shocks. I have a 1982 Honda XR200. It has very good front shocks, but the back shocks are a little weak, especially on dropoffs and monster jumps. These are the stock shocks. Is there any way to put on a better shock system? Am I riding the wrong way? Help!

Rod Bushfield
Calgary, Canada

*You're not riding the wrong way; you're riding the wrong bike.*

**CONNECTING ROD BLUES**

Dear MXperts,

I am the proud owner of a Yamaha YZ125H, but I am rather worried about it. When riding it the other day, the top-end bearing broke and made a bit of a mess of the barrel. When the engine was torn down, I noticed that the main bearing had turned a nice shade of overheated blue and was completely dry. Not even a hint of oil! I am using outboard two-stroke oil and am mixing it at 20:1. Do the YZ-Hs have a connecting rod problem or what? If not, what have I done?

Andrew Stevens
Gweru, Zimbabwe

*You have a problem, not your YZ. Do NOT use outboard motor oil.*

**WHAT'S THE "D" FOR?**

Dear MXperts,

I am going to get a motorcycle, and the bike I had in mind is a 1984 Kawasaki KDX80. What I want to know is, which bike is the trail bike, the KDX80 or the KX80?

Matt Webb
Kent, WA

*The Kawasaki KDX80 is the trail bike and the KX80 is the race bike. Go for the KX if you're going to ride motocross.*

**FOUR STROKES OR TWO**

Dear MXperts,

I own a 1979 Honda XR80 and would like to race. Should I get a Honda CR80 or stay with my XR?

Glen Glorioisa
Walsenburg, CO

*The XR80 is a great bike. Keep it and use it to ride up to the starting line. Then get off it and get on a CR80 to race.* □

**Devisor and Devisor 4:** A new concept in visor design to fit Snell 80 approved five snap helmets and the Devisor 4 to fit Bell's Moto 4. Devisors seal against the helmet, reduce helmet lift, and feature a "Roost Window" (smoke only) to look

Available for Moto 4

through while saving your goggles. Also comes in solid red, white, or yellow. RETAIL $6.95

Used and endorsed by Roger DeCoster, Larry Roeseler, Mike Bell, Malcolm Smith, Andre Malherbe and many more!

**Gold Belt's Cable Guide Saver:** Front brake cable guides do wear out. The guide saver snaps in quickly,

GOLD BELT
cable guide SAVERS
for dirt bikes
Dangerous and Expensive Wear
With Cable Guide Savers
FITS INSIDE OF ORIGINAL CABLE GUIDES
NO TOOLS REQUIRED
For HONDA YAMAHA KAWASAKI SUZUKI dirt bike cable guides
from GOLD BELT

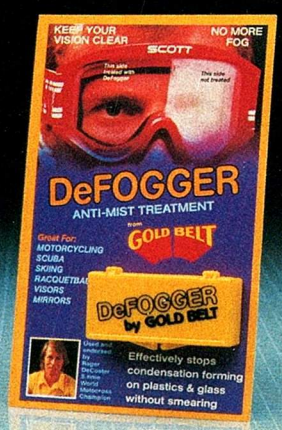
no tools needed, and gives new life to the old guide. Guide Savers fit all Japanese dirt bikes and are sold in pairs. RETAIL $1.95

# 4 for GOLDBELT '84

**Two Cool** is Gold Belt's vented version of its long standing regular four arm kidney belt. Two Cool are available in the seven most popular color combinations. Fits 27" to 38" size waist. The genuine article has color matching Velcro K-Loop, Hook, and Elastic.

**The Original Choice of Champions and Still the Best!** RETAIL $21.50
**COLORS (body/stripes): Red/Black, Red/White, Yellow/Black, Blue/Yellow, Blue/White, White/Red, White/Red, White, Blue**

**DeFogger** Anti-Mist treatment from Gold Belt. Stops condensation forming on plastic lenses and glasses. Dozens of related uses, works great with




motorcycling. Comes in its very own plastic case and will last a long, long time. RETAIL $6.95

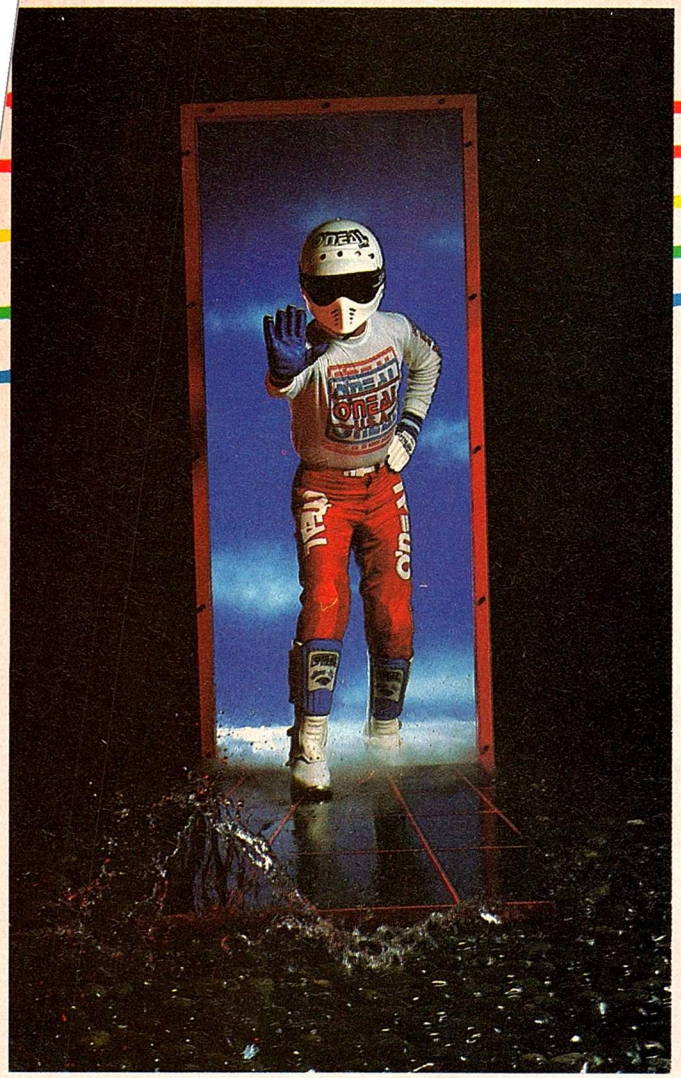
**The GOLD BELT LINE Inc.** Dept. D 7045 Darby Ave., Reseda, CA, 91355

Cashier's Check or Money Order ONLY. NO Credit Cards, C.O.D. or Personal Checks. Freight included on all pre-paid orders. Foreign orders in U.S. Currency ONLY and add 10% for shipping. Calif. residents add 6 1/2% sales tax. We ship immediately upon receipt of your order.

QTY. ITEM PRICE

Name Phone

Address



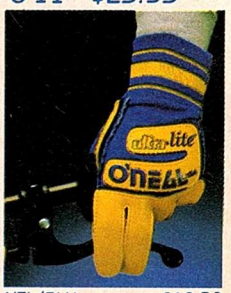
# O'NEAL U.S.A. '84

*For the Motocross Pilots of todays sophisticated machinery, O'Neal USA has created a complete line of hi-tech motocross apparel. Step into a new dimension of fashion — O'Neal Racing and Casual Wears.*

ULTRA LITE GLOVES ADULT SIZES 8-11 $25.95
KIDS SIZES 5-7
$23.95

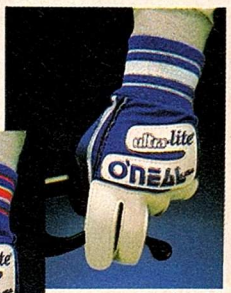
SIL/BLU
019-30

YEL/BLK 019-15

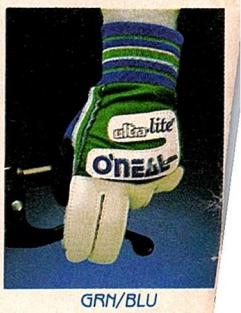


YEL/BLU 019-20

RED/WHT/BLU
019-05



BLU/WHT
019-10

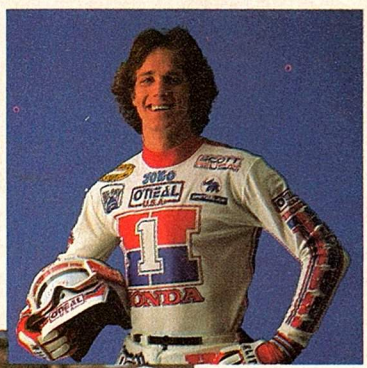


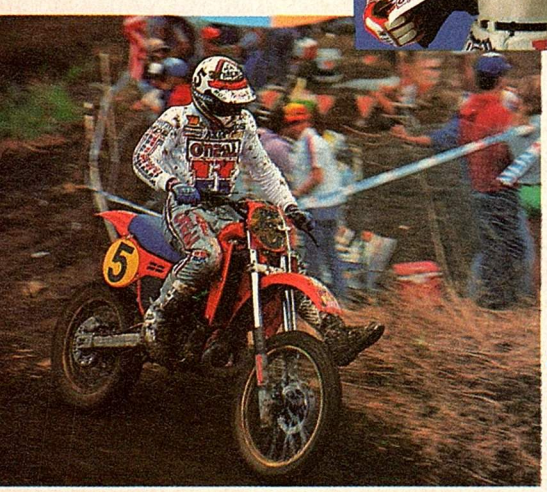
GRN/BLU
019-25

ALL WHITE (not shown) 019-35

DARREL SHULTZ
1982 500 c.c.
NATIONAL CHAMPION

SHULTZ JERSEY
001-01-116 $16.95





ANDRE MALHERBE
TWO-TIME 500 c.c.
WORLD CHAMPION

Andre will make his assault on the 1984 World Championships with O'Neal Racing Apparel.

ULTRA LITE
CHEST PROTECTOR '84
$49.95
RED/WHT 027-05
BLU/WHT 027-10
YEL/BLK 027-15
YEL/BLU 027-20

TOTAL PROTECTION '84
$59.95
RED/WHT 029-05
BLU/WHT 029-10
YEL/BLK 029-15
YEL/BLU 029-20

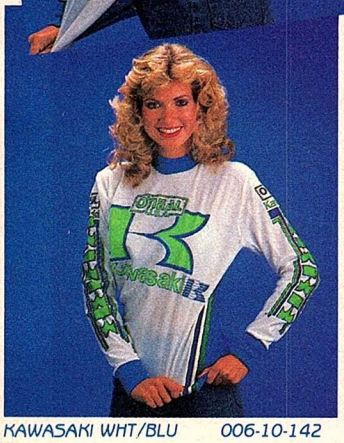
## SUPRA SERIES JERSEYS $23.95

*Hi-performance, long lasting jerseys with white front panels and colored back panels to match Supra-Series, Ultra-Lite and Cool-Lite Pants. SIZES: S,M,L,XL*

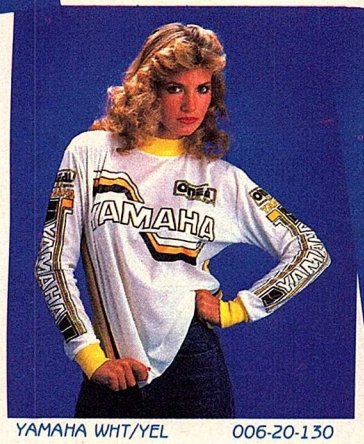
O'NEAL WHT/BLU 006-10-030

HONDA WHT/RED 006-15-110

SUZUKI WHT/BLU 006-10-140




KAWASAKI WHT/BLU 006-10-142




YAMAHA WHT/YEL 006-20-130

YAM WHT/RED 006-15-131

TEAM KAWASAKI'S BILLY LILES

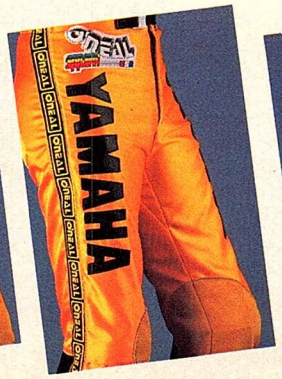
O'NEAL WHT/WHT 006-35-033

O'NEAL WHT/WHT 012-110

## SUPRA SERIES PANTS $109.95

All New Supra-Series Pants feature heavy-duty 500 denier Antron nylon with a satin-like finish for the ultimate in Moto fashion.

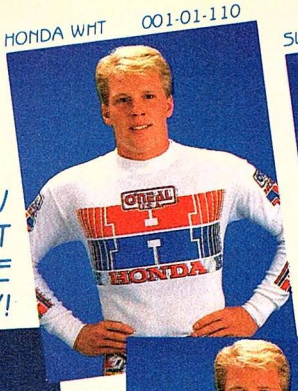
| | |
|---|---|
| O'NEAL WHT/WHT | 012-110 |
| O'NEAL WHT/NAVY | 012-105 |
| O'NEAL BLU/NAVY | 012-120 |
| O'NEAL RED/BLU | 012-115 |
| HONDA BLU/BLU | 012-205 |
| HONDA RED/RED | 012-210 |
| SUZUKI YEL/NAVY | 012-310 |
| YAMAHA YEL/YEL | 012-405 |
| YAMAHA BLU/RED | 012-410 |
| KAWASAKI BLU/BLU | 012-605 |



ULTRA LITE TWO BOOTS
WHT 016-05 $139.00

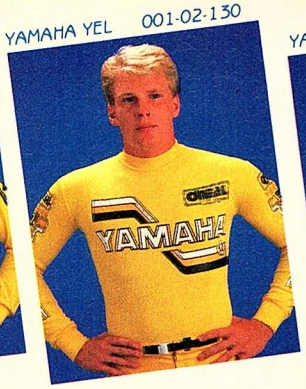
# O'NEAL U.S.A.

## '84 ALL NEW RACE COMPONENTS JUST RELEASED FROM THE O'NEAL USA FACTORY!

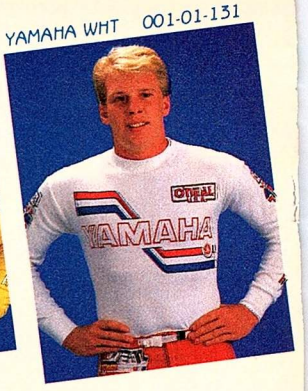



HONDA WHT 001-01-110

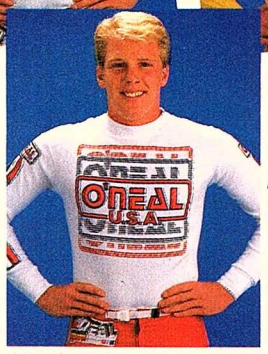
SUZUKI YEL 001-02-140




YAMAHA YEL 001-02-130




YAMAHA WHT 001-01-131




O'NEAL WHT 001-01-030

TEAM KAWASAKI'S BILLY LILES

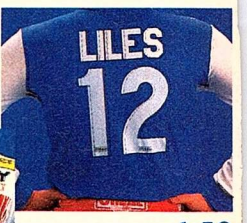
KAWASAKI WHT 001-01-142

KAW BLU/GRN 008-510

ULTRA LITE JERSEYS
ADULT: 16.95
S,M,L,XL

KIDS: 13.95
S,M,L

CUSTOM NAMES/ NUMBERS



1.50 PER LETTER
2.50 PER NUMBER

SUPERCROSS LOGOS

ALL POPULAR LOGOS — ANY JERSEY OR T-SHIRT
1.00 PER LOGO
(LIMIT 4)

ULTRA LITE TEAM PANTS
ADULT
28 - 38
$89.95

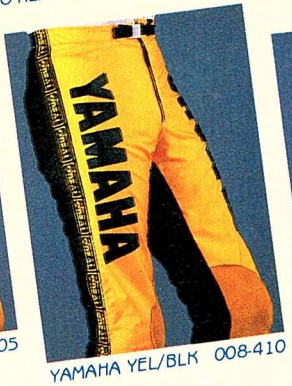
KIDS
22 - 26
$79.95

O'NEAL WHT/BLU 008-105

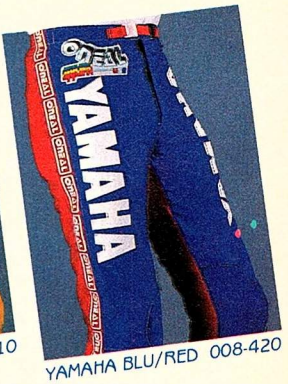
O'NEAL YEL/BLU 008-120

HON RED/BLU 008-205

SUZUKI YEL/BLU 008-305




YAMAHA YEL/BLK 008-410




YAMAHA BLU/RED 008-420

ULTRA LITE "TWO" BOOT
ALL NEW! QUICK LACES AND VELCRO.
$139.00

SIZES 5-13

| | |
|---|---|
| WHITE | 016-05 |
| RED | 016-15 |
| BLUE | 016-10 |
| BLACK | 016-25 |
| YELLOW | 016-20 |
| ENDURO BLACK | 016-30 |

AXO "MALHERBE" BOOT $159.00

SIZES 5 - 13

| | | | |
|---|---|---|---|
| RED/BLUE | 600-05 | YELLOW/BLACK | 600-15 |
| BLUE/WHITE | 600-10 | YELLOW/BLUE | 600-20 |

## ROK JACKET I $29.00

| | |
|---|---|
| RED/WHITE | 040-05 |
| BLUE/WHITE | 040-10 |
| YELLOW/BLACK | 040-15 |
| YELLOW/BLUE | 040-20 |

## ROK JACKET II $38.00

| | |
|---|---|
| RED/WHITE | 041-05 |
| BLUE/WHITE | 041-10 |
| YELLOW/BLACK | 041-15 |
| YELLOW/BLUE | 041-20 |

## TEAM VISORS $3.95

| | |
|---|---|
| O'NEAL BLACK | 049-05 |
| HONDA RED | 049-15 |
| HONDA WHITE | 049-20 |
| SUZUKI BLUE | 049-30 |
| YAMAHA YELLOW | 049-45 |
| YAMAHA WHITE | 049-55 |
| KAWASAKI BLUE | 049-70 |

## ULTRA GRIP GLOVE $3.95

| | |
|---|---|
| RED | 023-03 |
| BLUE | 023-04 |
| WHITE | 023-01 |

## SPORTY APPAREL

LOGO T-SHIRT $8.95
WHT 101-01-010 YEL 101-02-010
BLU 101-05-010

STADIUM JACKETS $54.95
SIL/RED 111-05 SIL/BLU 111-10
SIL/BLK 111-15

BLACK '84 T-SHIRT 101-07-031 $7.95

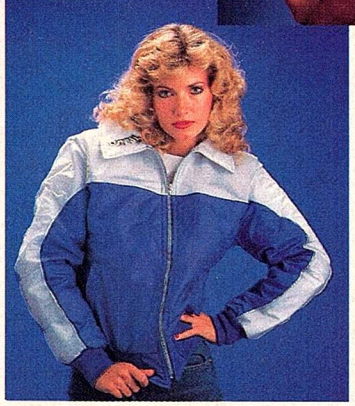
HOODED SWEAT SHIRTS $19.95
NAVY 107-06-031
ADULT: S,M,L,XL KIDS: S,M,L

"TOO HOT" KARI

## PRO LITE GLOVES $15.50

SIZES: S-11

| | |
|---|---|
| RED/WHT | 022-05 |
| BLU/WHT | 022-10 |
| YEL/BLK | 022-15 |
| YEL/BLU | 022-20 |



## COOL LITE GLOVES $21.95

SIZES: S-11

| | |
|---|---|
| RED/WHT/BLU | 021-05 |
| BLU/WHT | 021-10 |
| YEL/BLK | 021-15 |
| YEL/BLU | 021-20 |

## FACTORY STICKER KITS

7 PACK - $1.95
501-07
15 PACK - $2.95
501-15

## CARBON STEEL HANDLEBARS W/CROSSBAR PAD $16.95

SPECIFY COLOR:
BLACK, RED, GOLD, YELLOW, BLUE
SPECIFY STYLE:
CR, YZ, RM, ATC 250R/200X

## CROSSBAR PADS $4.25

AVAILABLE SEPARATE.
SPECIFY TEAM.

## ORDER TODAY—CALL (213)998-1049

California residents see your local O'Neal dealer.

1. Prepaid orders over $100.00 will be shipped freight free.
2. All C.O.D. orders must be over $20.00. Sent freight collect.
3. All prepaid orders under $10.00 must include $1.50 shipping.
4. M/C or Visa orders - $10.00 minimum shipped freight free.
5. Foreign orders prepay in U.S. currency - add 10% shipping.
6. Personal checks allow 45 days before shipping.

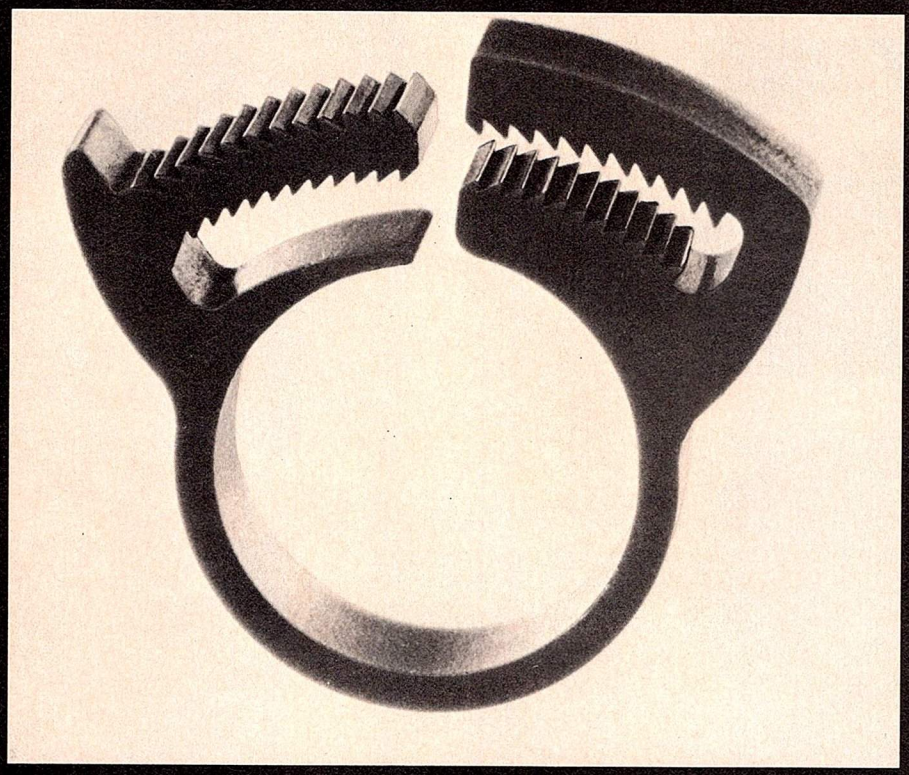
☐ MasterCard ☐ C.O.D. Cash
☐ Visa ☐ Cashier's Check
☐ Money Order

Name _____ Zip _____
Address _____ State _____
City _____ ) _____ Expires _____
Phone: ( _____
Card # _____
Signature _____ C.O.D. _____ Amount _____
NO CUSTOM LETTERING
Size _____ Color _____
Qty. _____
MXA 3/84 Total _____

O'NEAL USA
9555 OWENSMOUTH AVENUE, CHATSWORTH, CA 91311
(213) 998-1049 TELEX 910-4941934 ONEAL USA CHCA

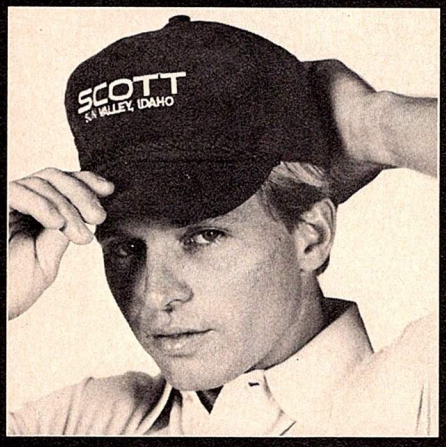
ALL NEW 1984 CATALOG! $1.00
FREE WITH $10.00 PURCHASE.

# Tricks From The Trade



## NYLON HOSERS

We knew it had to happen. In the new world of throwaways, somebody finally invented a plastic hoser. How can the fine folks in the Great White North put up with these obvious fakes? Whoops! These are plastic hose clamps? In that case, we were just joking. Speedy Products would like to introduce you to their Speedy clamps. These hose clamps will not rust and can be installed five times faster than conventional metal clamps. They will not melt, and they are reusable. For more info contact Speedy Products, Dept. "Who Would Want a Reusable Hoser?" P.O. Box 1617, Jacksonville, TX 75766; (214) 586-2531.

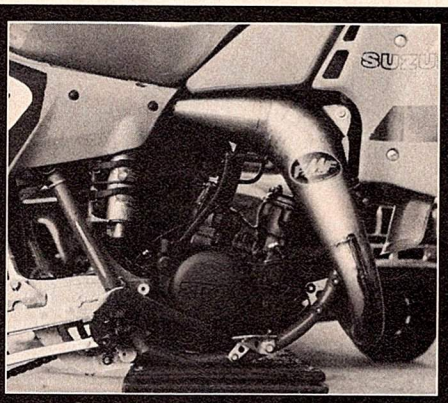



## STYLISH GOGGLE WEAR

This fine product is brought to you by those terrific people at Scott USA. While the hats may not look like the world-famous Scott goggles, they have the same quality construction and craftsmanship. These hats are available from your local dealer, or you can find out more by dropping a line to Scott USA, Dept. "Sano Hat," P.O. Box 2030, Sun Valley, ID 83353; (800)635-6387.

## SUPER-LIGHTWEIGHT TRAILERS

That's right, ladies and gentlemen. These trailers are not your average lightweight trailers. No sirree, these babies are super-lightweight trailers. They come with a full list of standard features and in sizes ranging from 12 to 28 feet long. If you're interested in picking up one of these fine units, take two of your hard-earned dollars and send them to Dico for a complete catalog. Dico Company, Inc., Dept. "Give Me the Works," 323 E. Ball Rd., Anaheim, CA 92805; (714)956-2950. Prepare to lose an arm and a leg.

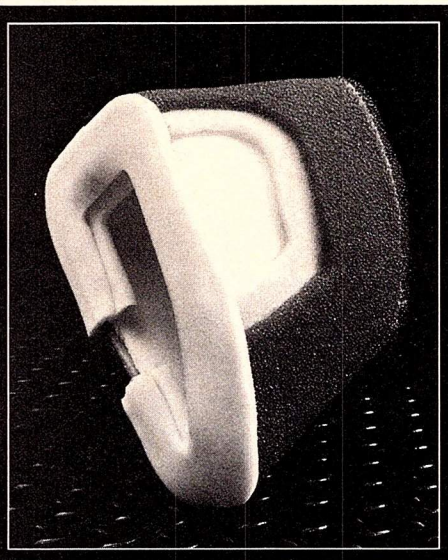


## FMF IS BACK!

Donnie Emler, the man who started an industry by creating an exclusive aftermarket products business called the Flying Machine Factory, now tells the world that FMF is back and ready to make your machine fly with all-new pipes for all of the 1984 models of Japanese hardware. Minicycle and 125 riders can score a pipe for $129.50, while the 250 and 500 riders can expect to shell out $139.50. For more info call Uncle Donnie or even write to him. FMF, Dept. "WFO," 1430 259th St., Harbor City, CA 90710; (213)530-8401.

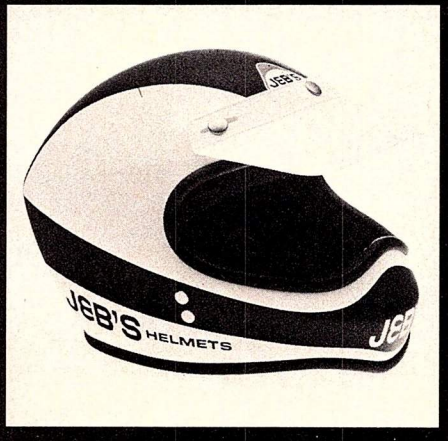
## THEY DID IT ON PURPOSE

Why would somebody do it on accident? We wouldn't do anything without a purpose. Those fine folks at PJ1 have not only done it on purpose, but they have made it *all-purpose*. This 80W gear oil exceeds all of the standards you can think of, plus a few more. Get it at your local dealer. If he doesn't have it, tell him to order it for you or else.



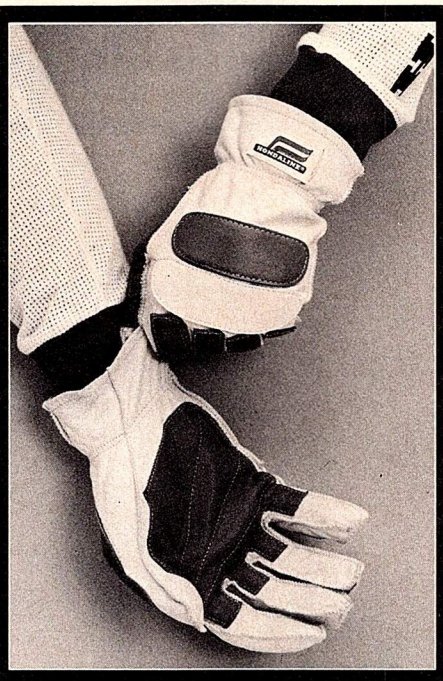
## ATTENTION HUSQVARNA OWNERS

Husky Products, the accessory division of the Husqvarna Motorcycle Company, offers you, the Husky owner, a custom three-stage air filter for all of their bikes 'cept the four-strokes. In case you didn't know, a three-stage filter is actually three filters in one. They all have different densities to get their own favorite kind of dirt particles. Also, in case you haven't figured it out by now, these filters are available at all authorized Husqvarna dealers. Retail price is $13.95. Get them while they last.



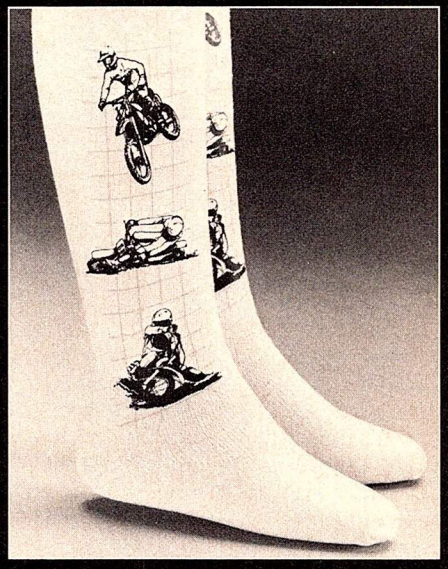

## THIS IS YOUR BIG CHANCE

Have you always wanted that European flair? Sure, you have. Do you always have an urge to be different? Of course, you do. Jeb's, the largest of the European helmet manufacturers, would like to introduce to you, the U.S. market, its lightweight MX helmet. Fiberglass construction is a good sign. So is the price. The Jeb's helmet retails for a paltry $109.95. This quality helmet is being distributed exclusively through Cycle Line Products, Dept. "Metric Sizing?" 545 Abbott Ave., Ridgefield, NJ 07657; (201)945-0893. Tell 'em Jeb sent ya.



## PRO MOTO—PRO HONDA

*Pssstt.* Hey, buddy, want to look like a pro? Forget what you learned about training. Forget what you think about practicing during the week to prepare for Sunday's big race. If you really want to look like a pro, the first thing you'll have to get is a pair of Pro-Honda gloves by Hondaline. These all-leather units really take abuse. You can only get the pro look from your local Honda dealer, cuz that's the only place you'll find 'em.



## GREAT IDEAS

Okay, maybe it's not a great idea. But it is a good idea. Let's make that Good Ideas, because they are the ones who are really looking out for our style quotient in the real fashion world. These new graphic Sport Sox are so stylish that you would be hard-pressed not to pick up a pair for yourself. They go for $3.95 a pair, and you can look for them at your local dealer's, or you can be smart and order them yourself. Contact Good Ideas, Dept. "Those Look Like Girl's Feet," 2813 Newport Blvd., Newport Beach, CA 92663; or call toll-free (800)824-7888. It would be a great idea to do it today.

## YOU ASKED FOR IT...

...and now you got it. The latest rage to hit the world of motocross can be summed up in one word: white. That's right, white. Everybody has to have white something. White boots, white pants, white gloves—you know what we mean. Well, Smith Roll Offs now come in, you guessed it, white. Now you can be stylish just like ol' what's his name. Oh, yeah, Bob Hannah. Get your pair from your "loco" dealer or write to Malcolm Smith (no relation) Motorcycles, Dept. "They Fit Scott, Too," 7563 Indiana St., Riverside, CA 92504; (714)687-1300. □

# WHO, WHAT & WHERE

# HOW TO GET STARTED

## Here is what you need to know

☐ How many times have you heard this same old tired excuse? "I don't race because I don't know where to go." This particular list of organizations can not only tell you where to go, but how much it will cost to do it. Find the nearest club and order your membership today. You'll be happy you did. Belonging to an organized racing body guarantees you certain privileges, such as a consistent set of rules, and you meet friendly people who are there for the same reason you are—to have a fun day and get in lots of *motocross action.*

Certain points to keep in mind are that many of the AMA races also require district membership, and most of these clubs can be joined on the day of the event.

**AMERICAN MOTORCYCLIST ASSOCIATION (AMA)**, P.O. Box 141, Westerville, OH 43081; (614)891-2425. Area served: entire United States. Membership: $15.

**NATIONAL MOTOSPORT ASSOCIATION (NMA)**, P.O. Box 46, Norwalk, CA 90650; (213)868-8112. Area served: entire United States. Membership: $20.

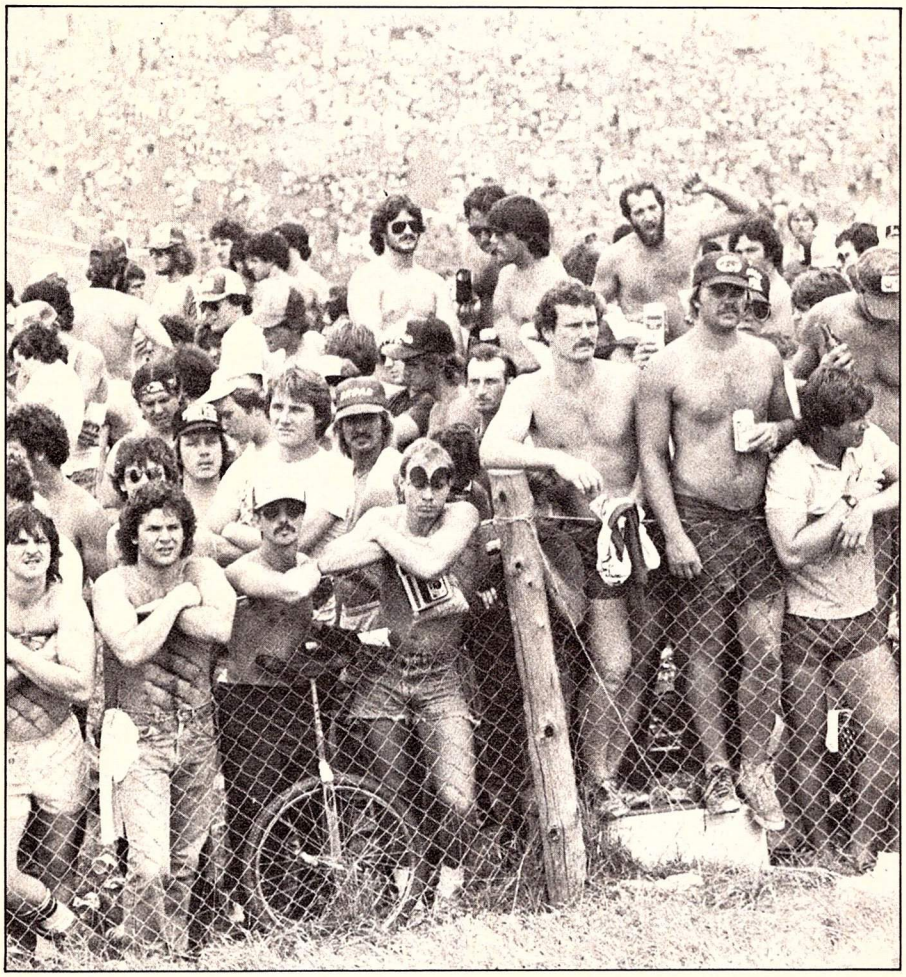
**CALIFORNIA RACING CLUB (CRC)**, 24518 Island Ave., Carson, CA 90745; (213)830-7519. Area served: Southern California. Membership: $20.

**AMERICAN MOTOCROSS ENTERPRISES (AME)**, P.O. Box 1421, Reseda, CA 91335; (213)881-5778. Area served: Southern California. Membership: $20.

**CONTINENTAL MOTOSPORT CLUB (CMC)**, P.O. Box 1815, Costa Mesa, CA 92628; (714)261-6116. Area served: California, Arizona, Canada. Membership: $25.

**NEW ENGLAND SPORTS COMMITTEE (NESC)**, P.O. Box 822, Greenfield, MA 01302; (413)772-0685. Area served: New England area. Membership: $45.

**CALIFORNIA MINI MOTOCROSS CLUB (CMMC)**, P.O. Box 12671, El Cajon, CA 92022; (619)447-9348. Area served: Southern California. Membership: $20.



**SADDLEBACK MOTOCROSS (SMX)**, 28892 Marguerite Pkwy., Mission Viejo, CA 92692; (714)831-3482. Area served: Southern California. Membership: $15.

**CANADIAN MOTORCYCLE ASSOCIATION (CMA)**, 500 James St. North, Suite 201, Hamilton, Ont., L8L-1J3; (416)522-5705. Area served: all Canada. Membership: $35.

**GRAND NATIONAL CHAMPIONSHIPS (GNC)**, 4180 Glenbrook Court, Houston, TX 77087; (713)944-6832. Area served: Texas, selected state qualifiers. Membership: $20.

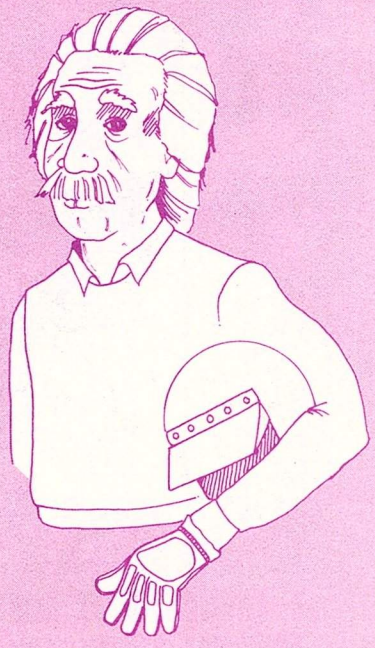
**INSPORT**, 17871 Bishop Circle, Villa Park, CA 92667; (714)494-3684. Area served: all Supercross events, USA; Professional only. Membership: $75.

**COMPETITION RIDERS OF AMERICA (CRA)**, 6619 Mahoneg, Youngstown, OH 44515; (216)792-6341. Area served: Ohio. Membership: $5.

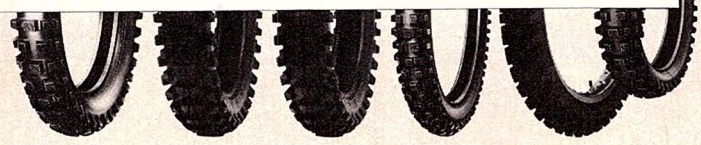
**SPORTS RIDERS ASSOCIATION OF COLORADO (SRAC)**, 4591 Grove St., Denver, CO 80211; (303)458-1352. Area served: Colorado. Membership: $20. ☐

# WHICH OF THE BEST IS BEST FOR YOU?

## EINSTEIN'S THEORY OF RELATIVITY



## WHAT IS IT?




**REAR** Multi and Moto Cross
4/5 Tread Pattern—The most popular all-purpose METZELER.
**REAR** Perfect Cross—Soft
Asymmetric Tread Pattern—Mud and deep sand only.
**REAR** Perfect Cross—Hard
Low Knob Tread—Variable conditions which include mud and deep sand.

**FRONT** Moto Cross
4/5 Tread Pattern—The tire for all seasons and all reasons.
**FRONT** Perfect Cross
Asymmetric Tread Pattern—Compliments *both* hard and soft terrain rear tires.

When it comes to choosing an Offroad tire, more often than not the decision is not which brand to buy, but which model of METZELER to buy!

METZELER OFFROAD tires are not just #1 in sales in America and around the world, they are #1 Where It Counts—working the best where you ride your bike.

Which METZELER model is best for you depends on how and where you ride. The chart helps you to choose the right METZELER for your riding needs. For more information please order your free, personal copy of METZELER'S complete brochure.

**METZELER**

**#1 WHERE IT COUNTS**

144 Railroad Avenue - Suite 215 Edmonds, WA 98020
1-800-433-3960 or 1-206-774-1581

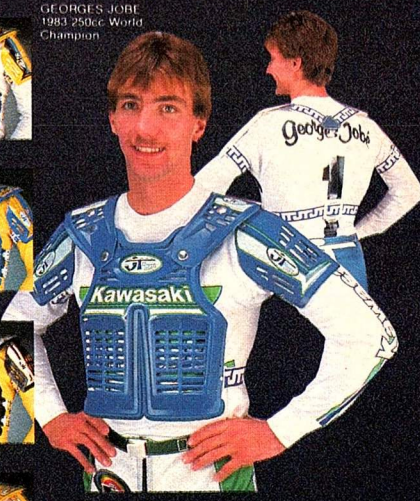
## JT V2000 SHOULDER PROTECTOR

More than just a rockguard, only the V2000 offers you the following:

- Injection molded lightweight strength
- Floating Wing™ impact reduction
- Louvered vents for air flow
- Foam-molded neck roll
- Woven elastic straps/nylon clips
- JT Team Graphics
- Unbelievable color selection
- Unequalled upper-torso protection

Specify part number when ordering . . . . . $89.95

52050NC BACK Bib for V2000 $2.95
52051NE BLACK LETTERS for Bib . . . . . $.50 ea
52051 WHWHITE LETTERS for bib $.50 ea
90118 NE BLACK Petty Numbers $1.25 ea




## JT V1000 ROCK GUARD

The new V1000 Team Screen™ is a super-protective, lightweight rockguard. Designed to repel rocks and flying debris and uses the same injection molding technology for maximum strength as the V2000 . . . . . $59.95

## JT ADD-VISOR™

New two-part visor offers best fit against the helmet for proper sealing. Increased snap retention and extenders in smoke or clear . . . . . $9.95
Replacement Visor extenders . . . . . $2.95
Specify: Smoke #03131SK00
Clear #03131CL00

## JT MOUTHTRAP™

Features chin, mouth, and upper nose protection and a suspended chin strap that conforms to your face provide ultimate comfort and fit
04130 (Specify Color) . . . . . $8.95

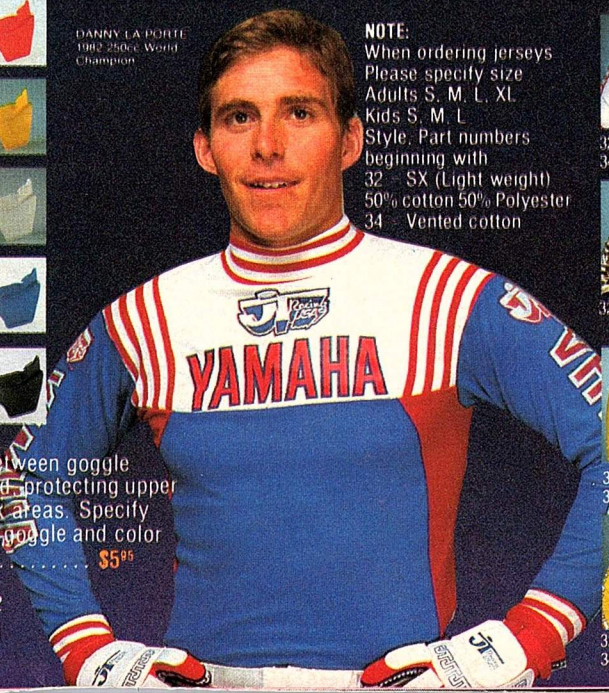
## JT HI-FLYERS

Velcro closed, vented nylon and leather training shoes for all occasions.
Adult Sizes: 1-13 . . . . . $32.95
40101BS, Toddler sizes: 8-12 (Blue/Silver only) . . . . . $23.95

## JT HAF-MASK™

Fills the gap between goggle and mouthguard, protecting upper nose and cheek areas. Specify Scott or Oakley goggle and color when ordering . . . . . $5.95

Oakley 04162
Scott 04161




**NOTE:**
When ordering jerseys
Please specify size
Adults S, M, L, XL
Kids S, M, L
Style, Part numbers beginning with
32 SX (Light weight)
50% cotton 50% Polyester
34 Vented cotton

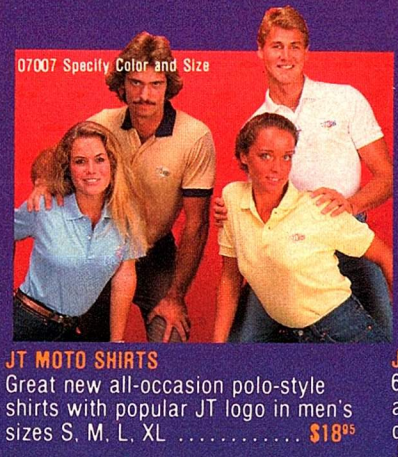
BROC GLOVER
1983 500cc National
Champion

NEW!

**JT UNLEATHERS**
Revolutionary Flow-Form™ pant offers cool mesh front and tough satinyl back with embroidered logos, leather knees, new knee/shin guard and standard hip padding. Specify number and size 24-36
Flowform Vented ..... $129.00
CAMO Non-vented ..... $111.50

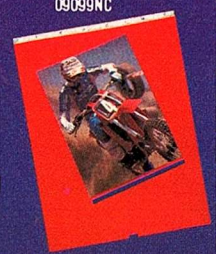
**JT VENTED KIDNEY BELT**
The first vented, kidney belt on the market is available in the original model in 6 team colors and new CAMO™, and the narrow PRO model and kids model is available in white only.
Original ..... $21.95
PRO ..... $17.95
Kids ..... $17.95

**JT LEGAITORS™**
Stops water and grime and keeps boot front mud-free! Features satinyl, spandex, and velcro..... $19.95




**JT MOTO SHIRTS**
Great new all-occasion polo-style shirts with popular JT logo in men's sizes S, M, L, XL ..... $18.95

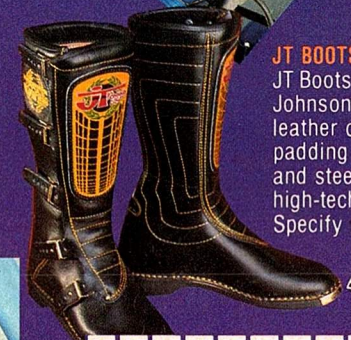
**NEW JT ACTION T-SHIRTS**
Specify number and size S, M, L, XL (XL in mens only)
Mens ..... $10.95
Women .... $10.25
Kids ..... $9.95




**JT SUPER CATALOG '84**
68 pages of color action and super products from the leader, JT RACING USA! Don't miss this action-packed edition ..... $4.95

©1984 JT RACING USA

**JT SPANDEX GLOVES**
New spandex allows JT gloves a flexible and snug fit while preventing bunching and blisters. World Champion proven!
Specify number and size ..... $29.95
Available in six colors in sizes 5-11




**JT BOOTS**
JT Boots as worn by O'Mara, Glover, Bailey, Johnson, and Lechien feature one-piece leather construction, protective ankle padding with steel-shanked arch support and steel toeplate. Upper "puff cuff" and high-tech shin guard protects the lower leg.
Specify size 1-13 ..... $142.95

Name _____
Last Name First
Address _____
City/State/Zip _____
☐ MC ☐ VISA ☐ AM EXPRESS Credit Card No. _____
Exp. Date _____ ☐ C.O.D. ☐ CASH Amt. Enclosed _____

| Item Number | Quan. | Size | Color | Amount |
|---|---|---|---|---|
| | | | | |
| | | | | |

Send money order to avoid delay in shipping. Allow 45 days on orders with personal checks. Orders less than $40.00 add $2.50 shipping fee. Orders over $40.00 add 5%. Foreign orders less than $30.00 add $3.00 shipping fee prepaid in U.S. currency, add $10 for orders over $30.00. For super-fast delivery call (619) 427-0971. 20% handling charge on all products returned. Items subject to price change without notice. **"NO CUSTOM LETTERING ON COD ORDERS"**

Name _____
Number Applied _____ Cost letter/number _____ Total Cost _____
Calif Residents add 6% sales tax.
**MX:** M, A, M,

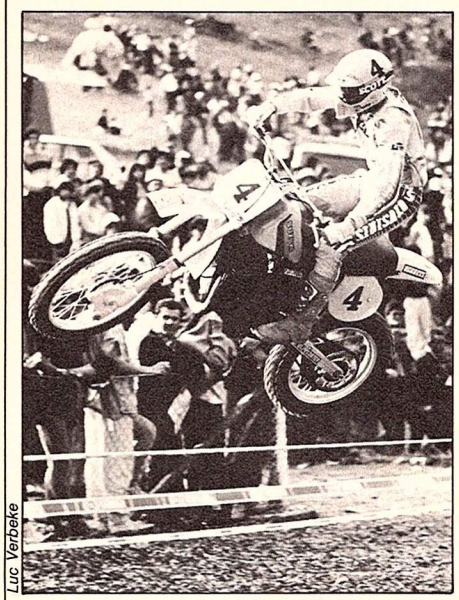
**JT RACING USA** 515 Otay Valley Road, Chula Vista, CA 92010
Telephone: (619) 427-0971 Telex No. 697-869 FAX 427-7232

# POP QUIZ

# MOTO CHALLENGE

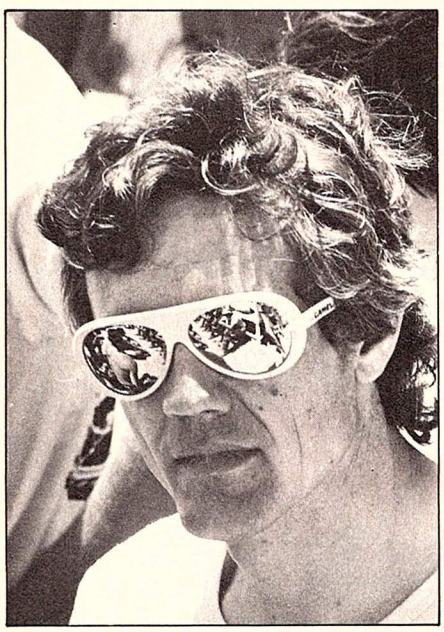
I never heard of him in my life!

☐ Oh well, last month was too easy. Everybody got every question right, except Jimmy Mac, who read the questions upside down and couldn't find the answers when he turned the magazine over. This month it is tougher. How much tougher? *Real* tough.



Luc Verbeke

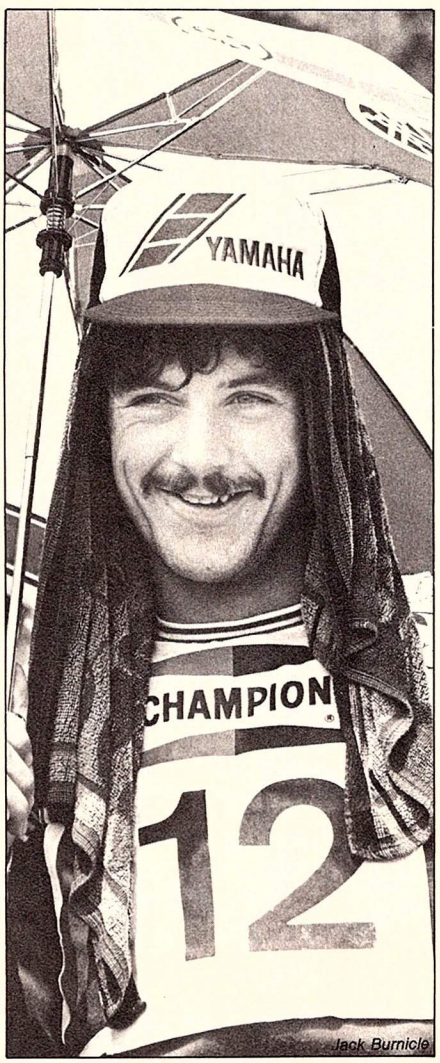
**1.** *Although he finished second in the 500 World Championships two years ago, he had a bad year in 1983. Name him.*



**2.** *He once wrote a book on motocross. Name him.*

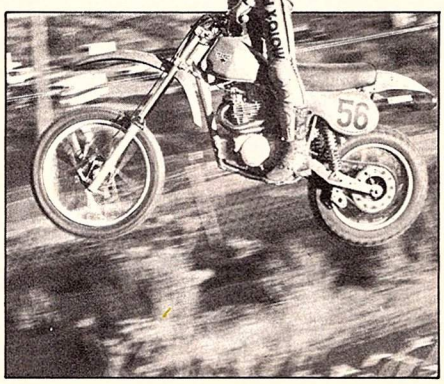
Jack Burnicle

**3.** *This Finnish rider won the Amsterdam Supercross. Name him.*

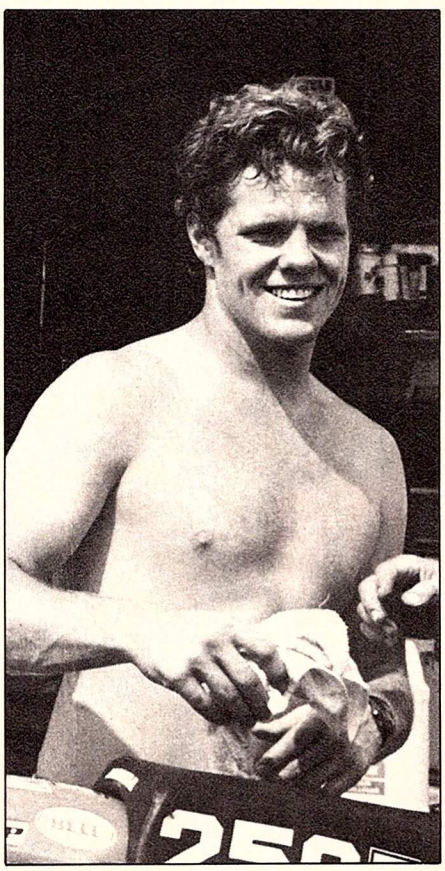



Jack Burnicle

**4.** *Last year he was Danny LaPorte's teammate in the 250 class. Next year he will ride for Husqvarna. Name him.*




**5.** *A former Suzuki factory rider, he is seen here at the Four-Stroke Nationals. Name this Californian.*



**6.** *He is one of New England's best riders. Name him.*

**ANSWERS:** 1. Andre Vromans is considered the best sand rider in the world, but an injury in Sweden put him out of the title chase. Vromans will ride for Honda in 1984. 2. Ake Jonsson. 3. Finland has been relatively quiet since the retirement of Heikki Mikkola, but Jukka Sinonen won the Amsterdam race. 4. Johan Martens was a victim of the Yamaha pull-out from the 250 GPs. 5. Jeff Jennings was touted as the new Bob Hannah, but that was back in 1977. 6. JoJo Keller.

# THE WORLD'S MOST COMFORTABLE AIR LINE.

*Our VS system allows air to flow from front to back.*

You know what the dirt's like: You sweat. Your goggles fog up. Your helmet begins to feel like it has a built-in heater.

In short, you're too hot to keep a cool head.

Well, say goodbye to old-fashioned helmets. And hello to a helmet with air conditioning.

The brand new Pro-Honda® Hawk™ VS.™

Its exclusive ventilation system is designed so air flows from front to back. This keeps the inside of the helmet cool. And helps evaporate moisture.

The detachable visor is designed to direct air through the intake holes. The head pads are designed for moisture absorption.

And how about the helmet shell itself?

How about a tough, kevlar shell. A lightweight shell. The result of more hours spent in wind tunnels and on motocross courses than we'd like to remember.

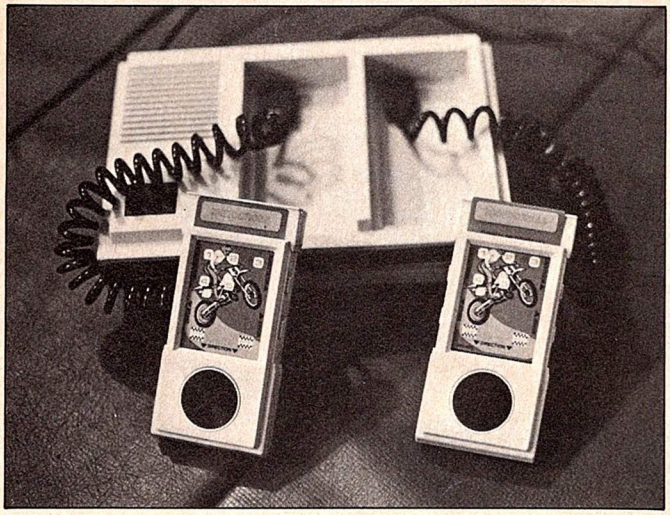
The Pro-Honda VS. Ask your Honda dealer if you can try one for size.

It's the cool way to keep your head.

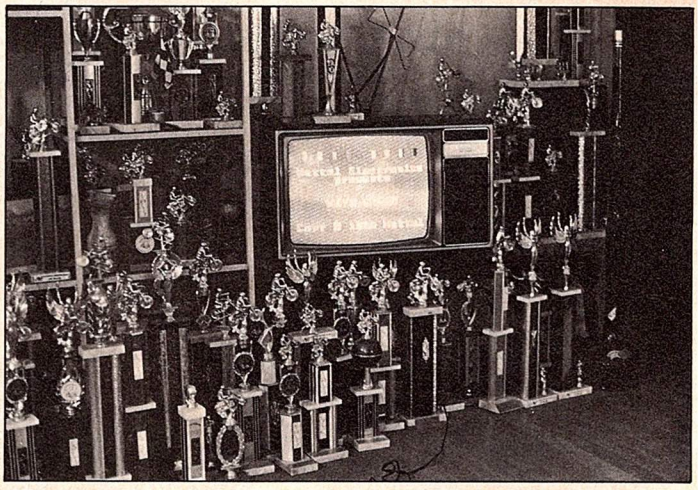
**HONDALINE®**

**Nothing fits a Honda like Honda.**

© 1983 American Honda Motor Co., Inc.



*The control box comes with two hand-held master units that have brakes, accelerator and steering controls at your fingertips.*

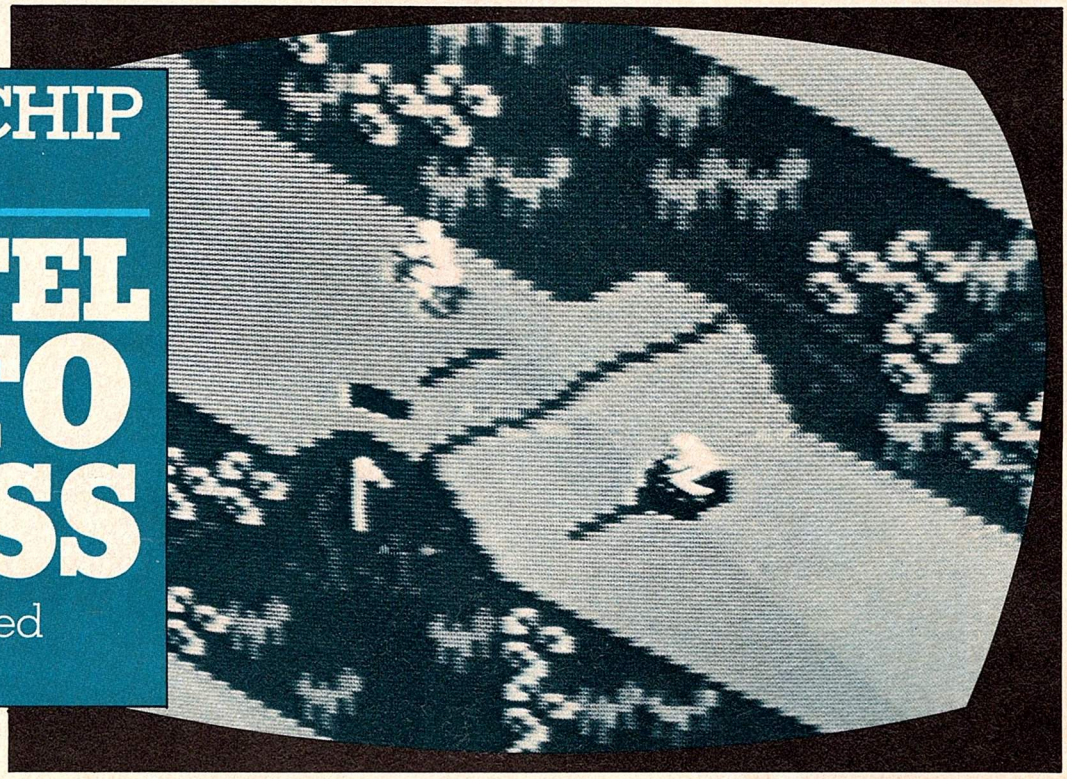


*All you need is a color TV set and a proper atmosphere.*

# MICROCHIP MX

# MATTEL MOTO CROSS

## Going warp speed on Channel 3



***Under close scrutiny the Mattel Motocross images don't bear a lot of resemblance to bikes, but once in action you get caught up in the thrill of it all. The bike in front even casts a shadow as it jumps.***

☐ How many times during some idiotic game of Pac-Man, Burger-Time, or Q-Bert have you wished that someone would make a video game that is just like racing motocross? With Silicone Valley tech it would be a snap. Imagine crossing it up around a color-TV version of good old Saddleback or Unadilla. Like so much wishful thinking, it is all to no avail.

**WERE WE EVER WRONG!**

But wait! Mattel Intellivision by Mattel Electronics has a game on the market named "Motocross." The *MXA* wrecking crew was a little skeptical because Atari had a motorcycle video game out a few years ago, and all it consisted of was jumping over cars like Super Joe Einhorn.

Were we ever wrong! The Mattel Intellivision Motocross game is as close to motocross as a toy company will ever get. The bikes race around the track, slide through the turns, sail over jumps (double jump if you're good enough), and can even cross it up. It is great! After the first hour of missing all the turns, centerpunching each other's video bikes into oblivion, and trying to double jump all the impossible jumps, the *MXA* test crew sat down to some serious dicing. We had a ball! The skill level is very high, which is good for a video game, or you become easily bored, and there is enough reality to make you believe you are actually racing.

**WHAT WE HAD AND HOW TO GET IT**

We had a Mattel Intellivision II master component and the Motocross cartridge. Mattel Motocross can only be played on a color TV. Finding the cartridge is tough. We tried a lot of stores in SoCal and had very little luck (we originally got ours from Mattel, Inc.), but your local video dealer can order the Motocross cartridge for you. The part number on the box is 3411.

This is as close as you can get to racing MX in your home, but don't get too depressed if your kid sister beats you. That's racing. ☐

# WARNING

## Don't Use Street Sprockets On Your Dirt Bike!!

### THE PROBLEM

The first sprockets were designed exclusively for street bikes over 50 years ago. Off-road applications were never considered at that time. When we began using these street-type sprockets in the mud, sand and dirt, many serious shortcomings were soon revealed. The chain and sprocket systems have been a constant source of hassles ever since, particularly on dirt bikes. Any experienced off-road rider or racer knows that chain tossing, early sprocket wear-out, chain packing, and horsepower losses are frustrating and costly problems.

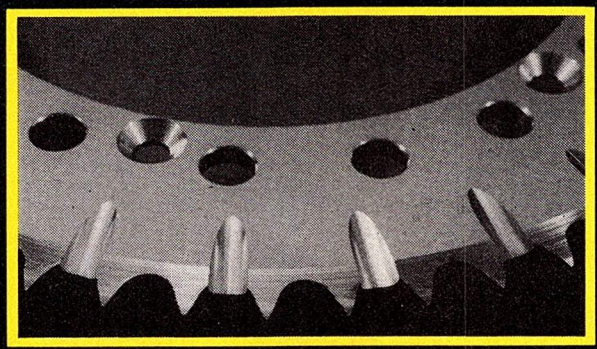
### THE SOLUTION

We have engineered an all-new sprocket design made for the dirt. These sprockets are called Sidewinders®. Self-cleaning grooves between the teeth allow trapped dirt and debris to escape. This solution is so unique that several U.S. and foreign patents are applied for. Sidewinders® are lighter and tougher, last much longer, extend chain life, reduce chain-tossing problems, and stop power losses. Many savvy old-timers, pro factory mechanics and even MX World Champion Brad Lackey himself can tell you the simple concept is proven and works!

### THE BONUS

Not only do you get all the Sidewinder's® design advantages, we also offer a complete selection of teeth sizes above and below stock in both front and rear sprockets. *Motocross Action* Magazine says, "Sprockets are the most important hop-up trick you can buy." Our gearing experts can help you select the perfect sprocket combination so you can dominate the competition on a tight, twisty course or a full-on monster track like Carlsbad. Ask about our "Victory-Pack" special discounts. Available for all bikes: Honda, Yamaha, Suzuki, Kawasaki, Husky, KTM and Maico from 1972-1984.

MOTOCROSS ACTION says: "The most effective hop-up trick: sprockets."



1984 MODELS IN STOCK. GEAR UP NOW!

# SideWinder®

PATENT APPLIED FOR

## SELF-CLEANING DIRT BIKE SPROCKETS

### A MAJOR DESIGN BREAKTHROUGH

Precise machined grooves clean out power-robbing debris that cause premature wear of chains & sprockets. The patented SideWinder self-cleaning sprocket is the only one made for the dirt. If it's made for the street, it's obsolete!!

### SIDEWINDER ADVANTAGES

- ☐ Triple chain & sprocket life
- ☐ Stop chain tossing problems
- ☐ Stop power losses
- ☐ Lighter & tougher than stock
- ☐ Used by top national pros

### WHY PAY MORE FOR OBSOLETE STOCK SPROCKETS?

SideWinders cost less than most stock sprockets. All tooth sizes are available for all year Suzuki, Yamaha, Honda, Kawasaki, Husky Maico, KTM models. Matched sets of front & rear SideWinders work like magic.

## WHAT DO THE PROFESSIONALS SAY?

MOTOCROSS ACTION says

*"SideWinder Sprockets are made for motocross. SideWinders could mean the difference between winning or losing"*

DIRT BIKE MAGAZINE SAYS:

*"Stock sprockets wear out quickly, but SideWinders last 3 times longer - We choose SideWinders." "Smart riders carry a selection of countershaft and rear sprockets to suit the track conditions for increased performance."*

MOTO CROSS says

*"SideWinder Sprockets solve the mud problem!!"*

*"Gentleman" Jim Holley*
Top Privateer Pro says:

*"As a privateer, I can't replace sprockets every race. To challenge the factory boys, I need sprockets that last and don't fail. I swear by SideWinders!!"*

## SEE YOUR DEALER OR CALL TOLL-FREE (800)323-4442 OR (312)543-6696

SideWinder® SPROCKETS

111 Fairbanks,
Addison, IL 60101

# The Works.

**Suzuki's World Champion 125 Works Bike.**

To know what to expect from the new generation RMs, just take a close look at Mark Barnett's class-leading Works bike. And while you're looking, keep in mind that this is exactly the kind of machine that helped Suzuki win *every* 125cc World Championship ever awarded.

Now. Notice all the trick parts? Ditto for the production RMs.

The awesome horsepower? Ditto.

The razor-sharp handling? Ditto.

Ditto. Ditto. Ditto. Fact is, both the new RM-125 and the RM-250 are about as close to Suzuki's all-out, no-holds-barred factory machines as you can get...really.

And while we *did* save some of the ultra-exotic alloys for our world champion factory bikes, you'd be surprised how many parts are the same (in some cases, right down to the very part numbers).

Even more important is how much better qualified they are at winning than anything else on the track.

The 125's water-cooled engine, for example, is now totally new from the cases up. There's virtually no point in the rev range that didn't get a sizeable boost in horsepower. And that's to say nothing of the new Power Reed system, the new flat slide carb or the all-new GP frame. Even the legendary "Full Floater" rear suspension and stout 43mm front forks have been completely reworked to give you a stronger edge over any other MXer you can name.

And if you think we've in any way neglected the new RM-250, think again. Because virtually

# Ditto.

*Dustproof/waterproof throttle housing.*

*Refillable, fully adjustable gas/oil shock.*

*Grand Prix seat.*

*43mm leading axle air forks with adjustable compression damping.*

*Lightweight alloy silencer.*

*High-rigidity, lightweight racing frame.*

*Double leading shoe front brake.*

*Dual radiators.*

*Alloy pedal guard.*

*"Full Floater" rear suspension with aluminum swingarm.*

*The most powerful engine in its class.*

**Actual 1984 RM-125 Production Bike.**

every part on this quarter-liter machine is new. And improved. Like the 125, horsepower has been upped throughout the power band. The GP-style frame is completely new for even greater rigidity and lighter weight. The Works seat blends smoothly into the redesigned fuel tank. And the front suspension and race-ready "Full Floater" rear suspension have been refined, offering total adjustability and control. In short, everything that could ever get you closer to the finish line has been improved, then improved again.

The new generation RMs. As you can see, the transformation they've undergone is nothing short of sensational. And the performance? Ditto.

SUZUKI

*The Supplier of Motorcycles and All-Terrain Vehicles to the 1984 Olympic Games.*

## The Sensation of Suzuki.

RACE TEST

# HONDA CR500R

## What are the three little things?

***Landing from dropoffs will quickly show up the weak points of the rear suspension. The spring is too soft and the shock fades too quickly.***

☐ Honda's new CR500 is rapidly developing a controversial reputation. Built on the success of the 1983 CR480, the larger-displacement '84 was heralded before its release as the ultimate, awesome, earthquake machine. Gobbled up in droves by an eager racing public as soon as it hit the showrooms, what everybody babbled about was horsepower. Then, as the numbness wore off, the grumbling started about the CR500's shortcomings.

**WHAT ARE THOSE MAJOR FLAWS?**

Three problems have cropped up to cause the admiring throng to turn a little cool. First, stock jetting on the 38mm Keihin is as mysterious this year as it was last year. One day it's too rich, the next day it's pinging, and then back to a blubber with no warning. Secondly, starting the CR500 is a job for Paul Bunyan and Babe the blue ox. Most four-strokes cooperate with a starting drill better than the CR does. Finally, the rear shock spring is too soft, and the resulting effect on handling and performance narrows the ridability range.

**WHAT HONDA TRIED TO DO**

In 1983 the CR480 was the best Open bike around. It had good handling, passable suspension and a strong but abrupt powerband. Honda wanted to widen the spread of power, increase the horsie rating, and make the motor more tractable. These were all valid goals, because last year's CR480 hit too hard, too low and signed off too quickly. It was good, but more like a powerful 250 than a tractorlike 500.

**WHAT WERE THE FIX-IT POSSIBILITIES?**

Last year's hot-rod Hondas were running different ignitions with more flywheel weight. The extra weight increased flywheel inertia, lessened the motor's tendency to stall when the brakes were applied, and smoothed out the powerband. Did Honda add more weight? No.

Roger DeCoster said that adding more weight to the crank and flywheel wouldn't be the best thing to do. The quickness of the power would be lost, braking effectiveness decreased and horsepower lessened.

**WHAT DID HONDA DO THEN?**

Honda took the available weight and moved it outward to increase inertia. While the running gear inside the lower end weighs the same as last year, it is dished out so that the weight is placed farther away from the center of rotation. Much like a spinning figure skater, the positioning of weight outboard increases the centrifugal force.

That's the whole cookie! It doesn't have more weight, but it does have more inertia.

**WHAT DOES IT ALL ADD UP TO?**

Honda's new CR500 motor, made up of a 3mm longer stroke than last year, is a heavy metal blaster with excellent bottom end that pulls steadily into an incredible surge of mid-range power. For Roger DeCoster, Hakan Carlqvist, Magoo, or any of a host of World class competitors, the CR500 is in the ballpark. But they don't play in the same league we do. For the average Intermediate-level Open class rider, the 500 is too much power. Not too much in terms of freaky, uncontrollable or frightening, just too much.

TECHNO
MOTOCROSS
ACTION
83
O'NEAL
ultra-lite

# CHUCK SUN INTRODUCES

## A 1ST CLASS LINE!

### THE NEW CHAMPION OF APPAREL

Durable light cordura nylon, knee/shin guards & spandex sides. **pants $79.95**

Colors: Blu/Wht, Blu/Blu, Red/Red, Red/Wht, Blu/Grn, Blk/Yel, Blu/Yel

Sizes: 26-38 with or without team names. (Larger or smaller available on special order.)

Coolguard vented pants $89.95

**Gloves $21.95** Blu/Wht, Red/Wht/Blu, Blk/Yel

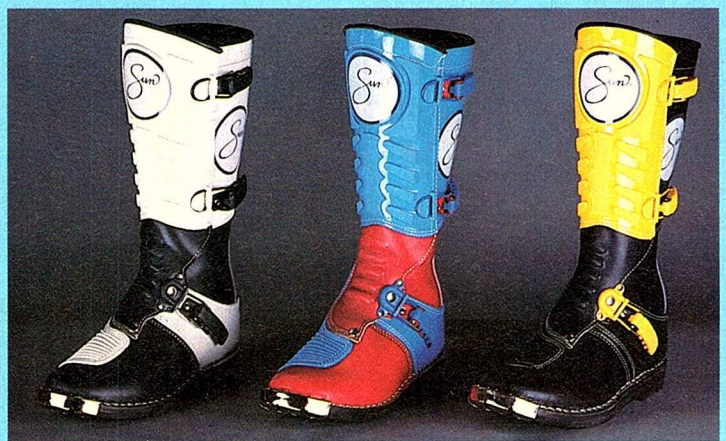
**Visors $5.25** Wht, Red, Blu, Yel, Blk

**Jerseys**
White cotton
Specify team
Adult, S,M,L,XL $19.50
Kids S,M,L $17.50
White Vented
Adult S,M,L,XL $21.50

**NEW!** Satin Finish Antron Cordura
Blu/Silver, Blu/Blu, Yel/Yel
28-36 $97.50
Specify team name

## SUN PRODUCTS BOOTS

Colors: Blk/Wht, Red/Blu, Blu/Blu, Blk/Yel.
Sizes 7-13
Boots $149.50



**NEW TO THE USA!**



**IF NO DEALER IN YOUR AREA**

**CALL & ORDER NOW!**

**(503) 625-7315**

Chuck Sun PRODUCTS

**Send 1.00 for Catalog**
**foreign orders add 10% prepaid.**

On MASTERCARD, VISA and COD orders you pay freight charges. We pay freight on pre-paid orders when you send money order or certified check along with your name, address and complete product descriptions. Add $2 on orders under $15. Thanks!

**PO Box 287 Sherwood, OR 97140**

**TELEX: 360 143 TOT-PTL**

In Canada, contact:

**R&M Motocross Specialties West**
1441 Kingsway
Vancouver, B.C. V5N 2R6
604 873 4554

**R&M East**
1535 Meyerside Drive Unit 20
Mississauga, Ont. L5T 1M9
416 673 1707

# CR500R

The human body isn't strong enough to control the Honda's horses. On the Honda the rider is only along for the ride.

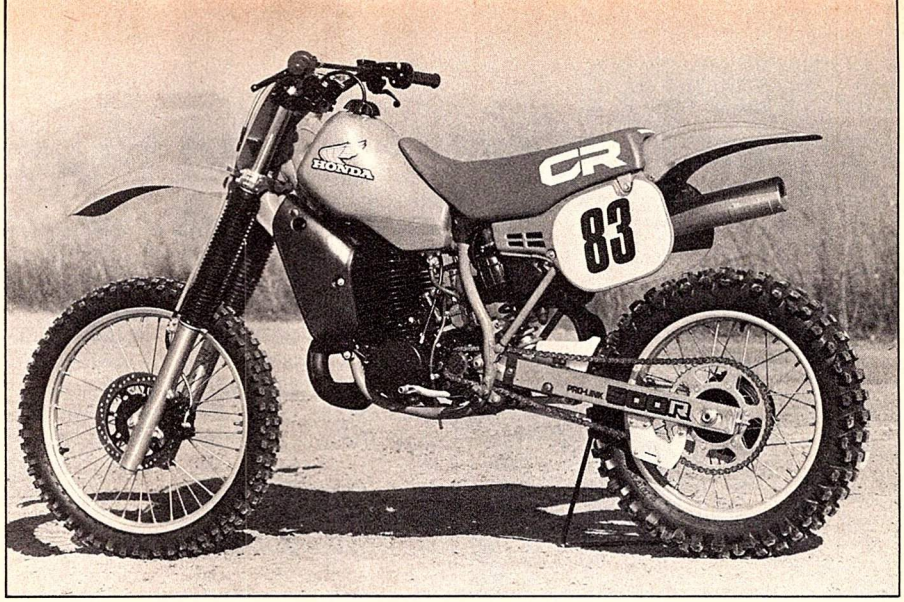
**WHAT DO YOU HAVE TO DO TO WIN ON IT?**

If the motor is isolated from the frame, suspension and components, you have a motor strong enough to slip into a works bike frame. This is a winner's motor! The ground shakes when the 491cc mill grabs hold of it. A short-shift approach is best, because it keeps the CR churning in the controllable part of the power.

What do you have to do to win on it? Be careful. Control yourself. Plan ahead. This is not a wing-it-and-go motor. It is a work-it, harness-it and keep-your-hands-away-from-its-mouth engine. With so much power at hand, the smart CR500 rider uses it sparingly. Only Magoo would hold it wide open. It is powerful enough to be included in a disarmament treaty.

**WHAT ABOUT THE HANDLING?**

Remember the three shortcomings of the CR500—jetting, rear suspension and starting? Well, rear suspension is the biggest hang-up in getting the Honda to handle. The stock spring is too soft and the stock Showa shock is too wimpy. The soft rear spring lets the rear of the bike drop to a set position and wallow. This wreaks havoc on the turning precision and, when landing from jumps or accelerating hard, forces the front wheel to lift high into the air. The CR500 is wheelie prone.




***Striking good looks make the CR500R the best-looking Open bike on the track. The black wings scoop air into the cylinder.***

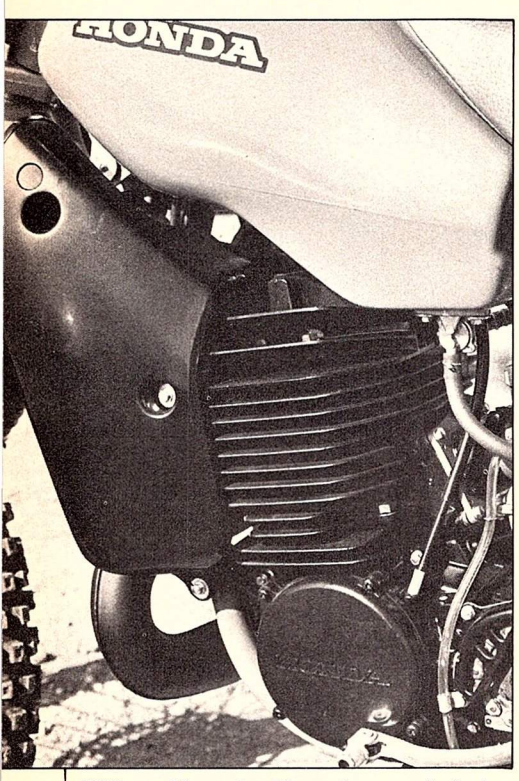
A stiffer rear spring will help the handling, but the Showa shock fades rapidly and isn't plush enough to begin with.

**WHAT IS THE BEST WAY TO RIDE IT?**

Too many riders are trying to play cut and thrust with the CR500. You could get away with that quick-steering and hard-charging style on the CR480, but not on the 500. With the 500's power output, a rider must let the motor do the work instead of the rider. Less steering control is required, because the motor can blast the CR500 around the tightest turns. If you try to tuck the front end in and dart around a corner, the power will drive the front end out. It is best to make sure that the rear end is aimed in the direction you want to go. The front will follow or lead, but not necessarily in that order. The CR500 is

***Is this a better bike than the 1983 CR480? The brakes, power and handling are better. The suspension, jetting and starting are worse.***

# CR500R




*With an 89mm by 79mm bore and stroke, the 491cc engine (you didn't really think it was 500cc, did you?) churns out incredible mid-range power through an excellent five-speed box.*

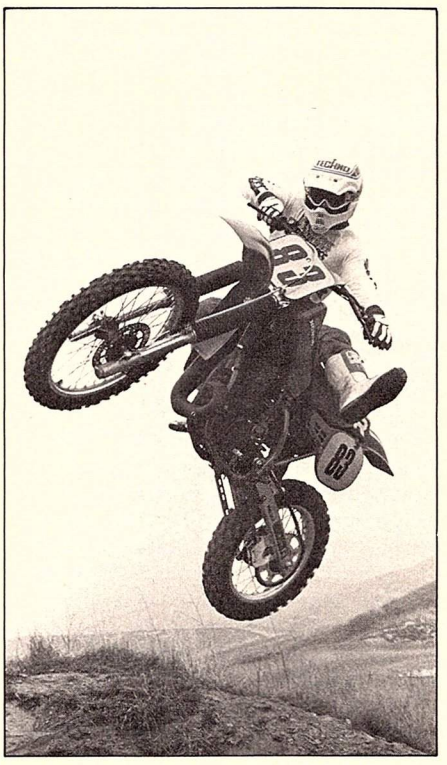
quick handling, but the best approach to racing the big red machine is to mellow out.

**WHAT DOES ALL THIS MEAN?**

Honda has built a bike that handles very well, with a motor that overpowers the bike's cut-and-thrust characteristics. So forget the handling characteristics and ride the motor. Use the rear wheel and the throttle to massage the track. Don't try to cut and thrust; instead, let the motor rip and tear. There is some headshake, but not an objectionable amount for motocross work.

**WHAT CAN A FELLOW DO?**

Fixing the jetting problem isn't easy, and many of the hot mods require tossing the stock Keihin in favor of a Mikuni. We tried to live with the stock Vergasser and had our best luck by making minute changes in the needle position. A radical move to clear up low-end richness almost always results in mid-range leanness. In stock trim the bottom is blubbery. Move the needle down two notches from the center, and change the pilot only as a last resort. When it works, leave it alone, but always have a friend listen for telltale sounds of detonation, then move the needle. Next month we'll have a full jetting fix for the CR500.



*With its short-shift pull, the CR500R can leap the widest chasms. There is not a lot of top end, but last year's strong low-end burst has been moved to the middle.*

MORE TRACTION,
MORE CONTROL,
MORE VICTORIES,
MORE OFTEN.
Externally adjustable
Fox Factory Twin-Clicker $335.00
The most advanced shock available. Externally adjustable compression and rebound damping.
NEW!
Internally adjustable
Fox Factory Shock $195.00
Same great shock as the Fox Factory Twin-Clicker, but internally adjustable compression and rebound damping. Shock comes pre-set for your weight and riding style.
Both shocks are available for:
HONDA CR125, 250, OPEN/81 thru 84
HONDA XR200, 250, OPEN/82 thru 84
HONDA ATC200X, 250R 83 84
KAWASAKI KXT 250 Tecate/84
Springs are $60.00 each if necessary.
FOX
FACTORY INC.
Order Direct (408) 377-3422
Dealer Inquiries Invited
Fox Factory, Inc.
544 McGlincey Lane
Campbell, CA 95008

# THE BEST FOR 84

## SEE YOUR NEAREST DEALER

MODERN MOTORCYCLING
2816 COMMERCIAL DR.
**VANCOUVER, B.C.** 876-8131
MAIL ORDERS & C.O.D.'s ACCEPTED

**FOREST LAWN**
4710-17th Ave. SE
**CALGARY, ALTA**
(403) 273-2527

**TOPLINE YAMAHA**
99 St. & Argyll Rd.,
**EDMONTON** 436-6196 436-2671

**WHEELS WEST**
1043 PACIFIC AVENUE
**WINNIPEG, MANITOBA** (204) 775-0048

CANADIAN MOTORCYCLE
981 MAIN ST
**WINNIPEG, MAN.** 582-4130

**J&J SPORTS**
939 TUNGSTEN ST.
**THUNDER BAY, ONT.** (807) 623-2635

HULLY GULLY
R R NO 1.
**VARNA, ONT.** 262-5809/3318

BRANTFORD CYCLE & SLED
787 COLBORNE ST. (Hwy 2 and 53).
**BRANTFORD, ONT.** 753-3403

**TORONTO HONDA**
AUTOMOBILES • MOTORCYCLES • POWER PRODUCTS
IF HONDA MAKES IT: We Sell It
2258 DANFORTH AVENUE
**TORONTO, ONT.** (416) 423-4522

McBride CYCLE
2797 DUNDAS ST W.
**TORONTO, ONT.** 763-5651

**CAMERON CYCLE**
Hwy. 7 & 28
**PETERBOROUGH, ONT.** (705) 745-6628

***MotoSport Plus***
**HULL** 275A ST. JOSEPH 770-6682
**OTTAWA** 860 BANK ST. 563-0731
**MONTREAL** 4010 STE. CATHERINE W. 937-9203
**PT. CLAIRE** (HYMUS AT ST. JOHN'S) 697-7551
**KINGSTON** 323 BATH RD. 544-4600

Moto Sports Capitale
**MOTO SPORT DE LA CAPITALE**
688 St-Vallier ouest, **QUÉBEC**
Qué., G1N 1C8 (418) 687-3373
563 route Trans-Canada
Lévis, Qué. G6W 1H5 (418) 837-0261

**MIC MAC CYCLE**
SPECIALIZING IN MOTORCYCLE SERVICE
200 WAVERLY ROAD, **DARTMOUTH, N.S.**
435-3035

## FOX PRO-BOOTS

**"ONLY $149.95"**

THE PRO BOOT MANUFACTURED BY AXO IS A QUALITY ALL LEATHER MX BOOT

**FEATURES**

- PLASTIC SHIN PLATE
- QUICK-DRAW LACING
- INNER ANKLE PADDING
- STEEL TOE PROTECTION
- AVAILABLE WITH MOTOCROSS OR ENDURO SOLE

## MOTO-X-FOX PANTS

Designed for 1984 with sewn-on lettering, expandible Fox logo trim on the sides and a high-riding back that keeps your jersey tucked in. Hip and knee/shin guards for protection. A tough nylon construction with suede leather in the knee area for bike control is another fine feature.

**SUGG. RTL. $99.95**

## AURORA MX GLOVES

ONLY $19.95

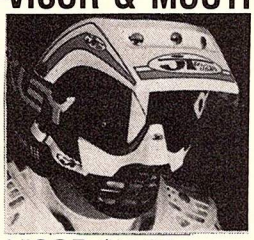
The Aurora MX Glove is constructed of double stitched leather palm with a vented padded back for protection. A high knitted cuff makes this glove extremely comfortable.

## FOX PAWTECTORS

**SUGG. RTL. $29.95**

A totally awesome new protection, styling and comfort. Spandex finger sidepanels, padded palms, and bold Fox graphics. Available in Blue/Yellow and Red/White/Blue.

## ADD-VISOR & MOUTHTRAP



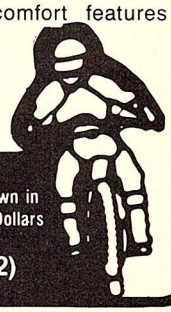
ADD-VISOR $15.95
MOUTHTRAP $10.95

New from JT are the hot combination of Add-Visor and Mouthtrap.

## OAKLEY 0/20's

**SUGG. RTL. $30.95**

The 0/20's are the newest goggles from Oakley. The extra wide frame design allows extreme peripheral vision, wih comfort features like the extra-high nose bridge that fits any face. Available in RED, WHITE, YELLOW, BLACK OR BLUE



FOR MORE INFORMATION OR U.S. MAIL ORDER CONTACT AURORA CYCLE

# Aurora Cycle Supply

Prices shown in Canadian Dollars

**P.O. BOX 433 AURORA, ONT. L4G 3L5 PHONE: 727-1937 (TORONTO 773-6082)**

"Prices Subject to Change Without Notice

# THE GOLDEN AGE OF MX IS HERE!

**In the Stone Age the cavemen showed what they were into by wearing stones and skins. In the Middle Ages you could tell a dragon-slaying knight by the armor he wore.**

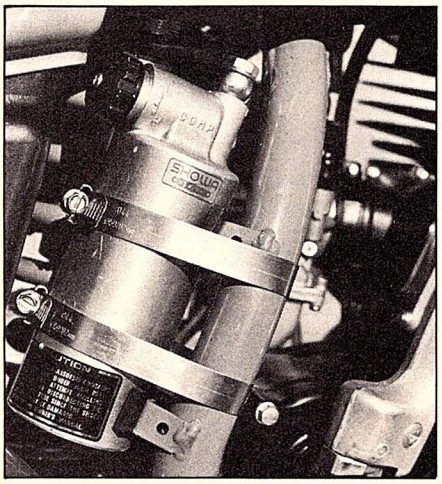
**But now that the Golden Age of Motocross is here, what can you wear besides helmets, leathers, boots and goggles to show you're into motocross?**

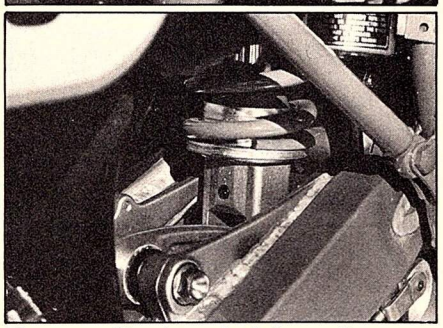
**THE GOLDEN MOTO-CROSS PENDANT!**

**The silhouetted form of a motocross rider is die-cut in this sterling-silver pendant with 14-karat gold plating. The matching 14-karat gold-filled curb chain makes this piece of jewelry an ideal gift for every motocross enthusiast you know!**

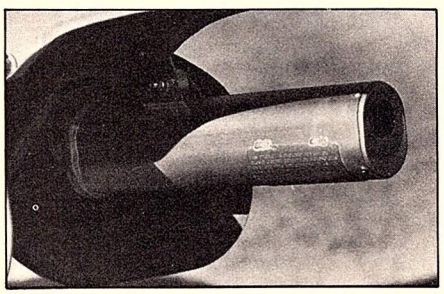
**TO ORDER:**
**Send $29.95**
**plus $2.00 shipping/handling**
**(California residents please add 6½% sales tax) along with your name and address to:**

**GOLDEN MOTOCROSS PENDANT**
**Plus Products • Post Office Box 9501**
**Mission Hills, California 91345-9501**



*There are 22 rebound clicks on the Showa shock, plus 17 compression settings and a Simons-style link, and the forks have 14 adjustments of their own. You can wear out a screwdriver turning clickers.*



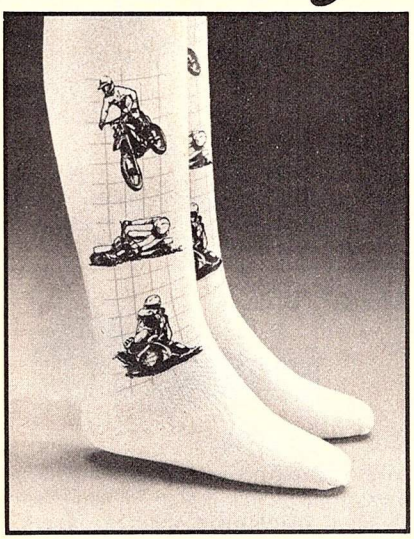
*For 1984, Honda increased the length of the silencer. Also noticeable is the fact that the pipe, chain and kickstarter are all on a different side of the bike this year.*

### WHAT ABOUT THE CR500? IS IT A WINNER?

Watch the jetting, put on a stiffer shock spring and park on a hill, and you will love the CR. Last year everybody moaned that they wanted more power, especially more on top, and Honda responded with quasar horsepower. It isn't too much power until the rider gets in over his head. It is a powerband with something for everyone, from mild to wild, but the activator is the rider's right wrist.

Honda's CR500 is a better bike than anyone knows, mainly because few people are talented enough to use what it has. Three shortcomings stop it from being World class, but a savvy rider will fix them and win. □


# More good ideas!



*See the November, December or January issues of Motocross Action to order one of our 384 different Good Ideas Shirts!*

Tricker Stickers
Special Introductory Price:
$1.95 each

The first Good Ideas in stickers! Tricker stickers are large (a big 4" x 5"), colorful (red/white and blue), durable (4 mil thick vinyl) and are available in No Passing (#NPS) and No Endos (#NES). Only $1.95 each.

Sport Sox
Special Introductory Price:
$3.95

A good idea for your feet! Sport Sox are qualilty tube socks with Action Graphics on each sock. They're available in Mens sizes (SSM) and our new Boys sizes (SSB), for $3.95 a pair.

| Part # | Description | Quantity | Price |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | Add $1.50 handling | 1.50 |
| | | CA residents add 6% | |
| | | Total | |

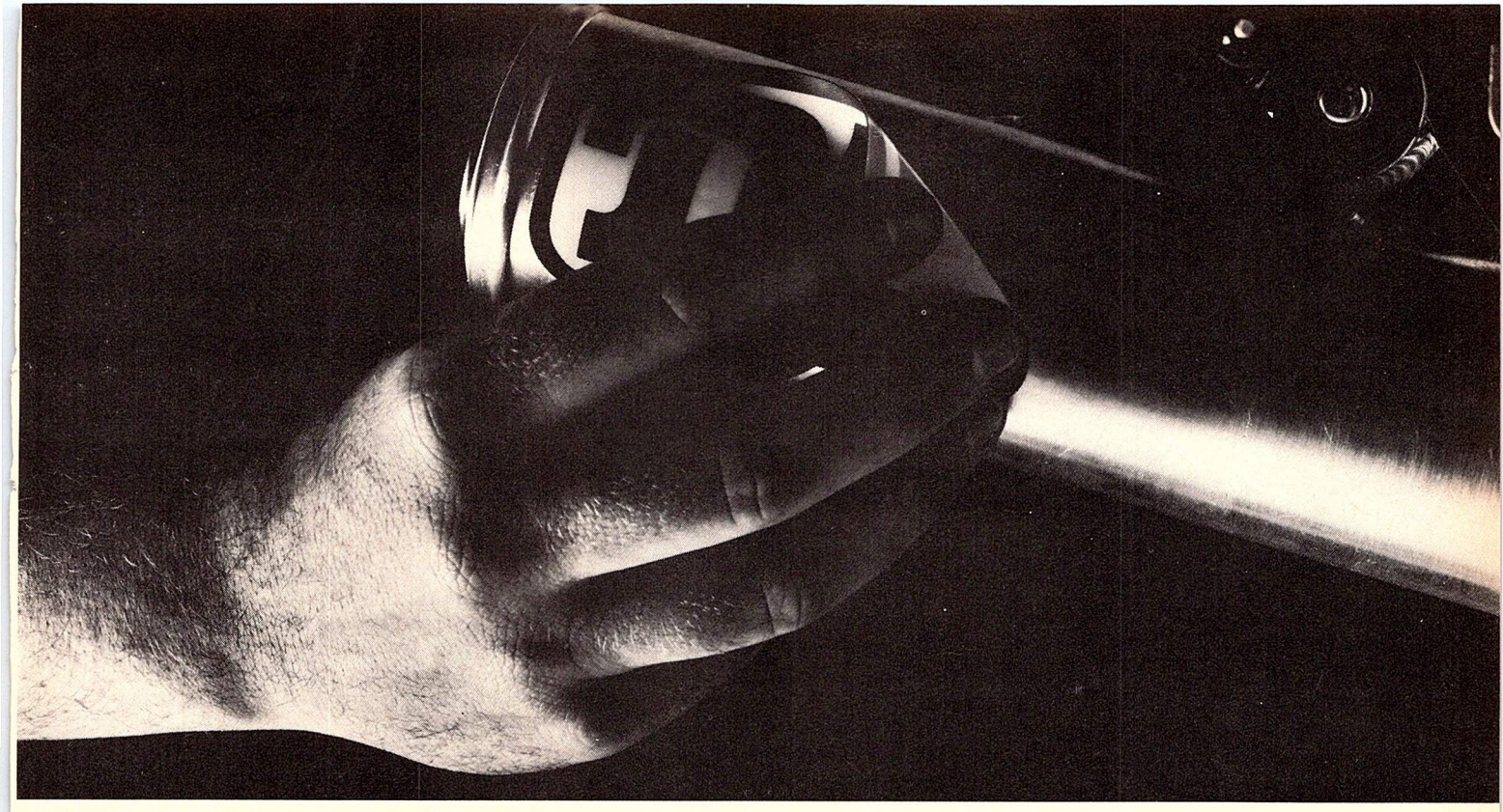
**Special Note: Orders placed on our 800 line MUST EXCEED $10.00. For orders under $10.00, please send a check or Money Order to: Good Ideas, 2813 Newport Blvd., Newport Beach, CA 92663, Dealer Inquiries invited.**

Good Ideas.
2813 Newport Blvd.
Newport Beach, CA 92663

**For orders over $10.00, call Toll Free 7 Days, 24 Hours**

VISA MasterCard Call Toll Free 7 Days, 24 Hours

1-800-824-7888 Ext 54



# HOW TO KEEP YOUR SECRET WEAPON SECRET.

There is one way to keep it secret. Take the sticker off.

In motocross performance there is only one name that makes the competition shudder, DG is the name.

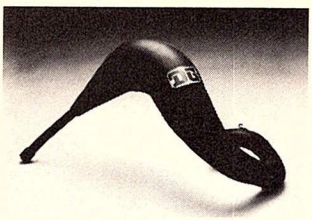
Ten years of race experience is more than most of the other guys combined.

When you need that extra edge, trust the name that cut it's teeth on competition.

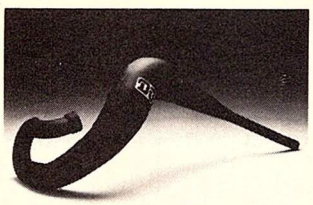
**WEAPON NUMBER ONE**

HIGH PERFORMANCE PIPES. This year we've maximized the max, making pipes that are both lighter and stronger than stock.

As if that isn't enough, we've improved the ground clearance on most models. Super gutsy, high performance pipes for the rider who wants more than stock has to offer.

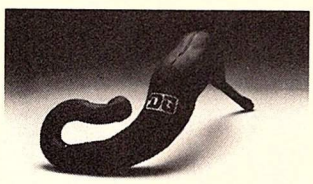


CR 125R PIPE, " Increases horsepower on all levels, and pulls harder throughout the powerband" .$94.50



CR 250R PIPE. "Routed higher to prevent costly smashing, this pipe also provides decidedly more mid range" . . . . . .$104.50

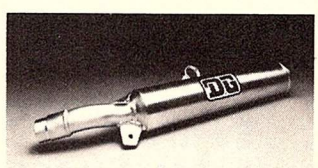
YZ 125K "Two whole inches additional ground clearance" . . . .$94.50



YZ 250K "Virtually eliminates smashed pipes—while providing more top end" . . . . . .$104.50

**WEAPON NUMBER TWO**

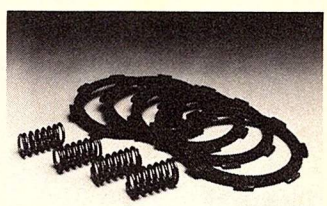
LOUVERED SIDE PANELS. High impact polyethylene plastic for a virtually break proof side panel. Louvered for better air flow. Available in solid white. . . . . .$22.95



**WEAPON NUMBER THREE**

ALUMINUM SILENCERS. The ultimate silencer. Lightweight. This unit is completely rebuildable. Packed with fiberglass to assist noise reduction, and spring loaded at the core.

Available for all 1983 MX models.
80CC/250CC . . . . . .$49.95
500 (Open). . . . . .$53.95



**WEAPON NUMBER FOUR**

HEAVY DUTY CLUTCH KIT. Maximizes horsepower to the rear wheel.

83 CR 125R. . . . . .$46.95
83 CR 80R . . . . . .$46.95
83 YZ 125K. . . . . .$46.95
83 RM 125D . . . . . .$46.95

TO ORDER, see your local dealer, or mail directly to DG. Specify make of bike, year of bike, product, and the price. (Calif. res. add 6% sales tax.) COD, cash, cashier's check, money order, or credit cards (MasterCard or Visa) acceptable. Include card number, exp. date, and one sample of authorized signature. Freight collect only.

*Order toll free today!*
**1-800-854-9134** Or 1-714-630-5471
(Outside Calif. only.) (Inside California)
DG PERFORMANCE SPECIALTIES Inc.
1230 La Loma, Anaheim,
CA 92806 • TELEX 910-181613
Send $2.00 for a DG catalog!

**DG PERFORMANCE**
*It's our middle name*

# FREE!

WITH THE PURCHASE OF ANY SET OF **SIDEWINDER** SPROCKETS YOU WILL RECEIVE AT NO CHARGE OUR $2.50 HANDBOOK ENTITLED *GEARING UP TO WIN*, PLUS A FREE SIDEWINDER DECAL SET AND TECH BULLETIN. OFFER GOOD TILL APRIL 1984.

PATENTS APPLIED FOR

MOTOCROSS ACTION magazine says:

"SPROCKETS ARE THE MOST IMPORTANT HOP-UP TRICK YOU CAN BUY."

# SideWinder®

## SELF-CLEANING DIRT-ONLY SPROCKETS

**LIGHTER • TOUGHER • LAST LONGER**
**INCREASE POWER • EXTEND CHAIN LIFE**
**ELIMINATE CHAIN TOSS PROBLEMS**

☐ 1984 MODEL TRICK GEARING IN STOCK
☐ ASK ABOUT OUR "VICTORY-PAK" SPECIAL DISCOUNT

**ORDER TOLL-FREE (800)323-4442**
*111 FAIRBANKS* • ADDISON • IL • 60101

# PACKAGE RACERS BUILT FOR PRIVATEERS & AMA/NMA AMATEURS

### PROVEN POWER

Krause Racing has been building winning machines for motocross and enduro competition for over 15 years. We have pioneered many technical achievements (Flow-Bench porting, Sidewinder self-cleaning sprockets, RAM-effect porting). We know what WORKS!!

### OUR RECORD

Krause has worked with more amateurs and privateers than any other racing shop in the USA. Names like Chandler, Hicks, Holley, Storbeck, Bradshaw, Jones, King, Domokos, Leimbach, and thousands of others are very familiar to the technicians in our Engineering Dept.

### YOUR ADVANTAGE

Call and talk to our racing technicians to build yourself the ultimate MX or Enduro weapon. We combine our KNOW-HOW with our goal of providing the best and fastest service. We would be glad to share our performance secrets with you to make our advantages your advantages!

*CALL OUR RACING TECHNICIANS TODAY*

***KRAUSE RACING, INC.***

ENGINEERING DEPT.
**1-312-543-6696**

# BEWARE

### COUNTERFEIT SIDEWINDERS

It has recently been reported that a rash of cheap imitation sidewinder sprockets have been finding their way into the U.S. market. These copies are being made of an extremely inferior material - not T6 grade aircraft alloy like the real SIDEWINDERS®.

They are suspected to come from Taiwan, Korea, or Hong Kong and they do not have the distinctive SIDEWINDER SNAKE or the name SIDEWINDER® stamped on the sprocket. Absence of these trademarks should signal you that the product is a forgery.

### DANGER

A number of failures recently led us to the discovery that these cheap and structurally inferior copies exist. We feel an obligation to make you, our customer, aware of this situation so you can avoid being victimized.

These imitation sidewinders that are breaking are costing a great deal more than just the price of the sprocket. In many instances, substantial damage has also been sustained by the chain, rear hub, brake backing plate, engine cases, and other very expensive parts of the motorcycle.

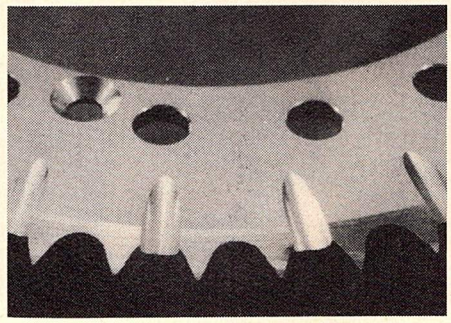
Even though these copies sell for $8.00 to $14.00 less, they end up costing the customer hundreds of dollars more when they break - not to mention the potential safety hazard plus the lost racing time waiting for parts.

### PROTECT YOURSELF

Make sure the SIDEWINDER® sprocket you buy is the real thing!! Look for the name and trademark that we stamp into every one we make. SIDEWINDERS® are the only quality self-cleaning dirt sprocket in the world today.

SIDEWINDERS® are precisely machined to exact tolerances from the finest quality alloys available to give you reliability, dependability and all the other advantages you expect from a self-cleaning dirt sprocket.

SIDEWINDERS® ARE ABSOLUTELY GUARANTEED!!



***The Original Sidewinder Sprockets***

# Krause Racing Inc.

# Saving-Times

**4-STAR DELUXE EDITION MX384**

305 E. North Avenue • Northlake, IL. 60164 • 312-344-2233

## BOOKS

MOTOCROSS Design & Tuning Book by Jim Gianatsis, excellent, current $12.95

TWO-STROKE tuners handbook by Gordon Jennings. A classic, technical book that is rare and hard to get. $10.95

MOTOCROSS Training and Technique by world champion Brad Lackey. A must for any racer's library. Get a copy now. $12.95

REPAIR MANUALS for most all model Suzuki, Honda, Kawasaki, Yamaha. Detailed how-to information. $14.95

## BUSINESS OPPORTUNITIES

MAKE MONEY in your spare time hustlin' MX goodies. Find out how you can become a rep. and start your own MX business. You would be surprised to know how many big companies started out this way. Call 312-344-2233 Ext. 2000

SUPPORT ride for 1984. Mail in request for application materials & program brochure.

## CHASSIS GEAR

ANSWER Chrome-moly bars all styles & colors Series III $21.95

OAKLEY Grips, yellow, black, red, blue $4.95

OURY Grips, yellow, green, black, blue, black (#1) $3.95

PRO Levers, specify model bike & color needed. $9.95

SUN Alloy Levers - Dehandlers Hannah's Choice $14.95

ANSWER carbon steel bars, colors & bends as usual $19.95

WHIRLPULL Throttle. safety & dependability. $19.95

TERRY cables, replace those stock cables now $8.95

TACKI-GRIPS endorsed by Roger De Coster. Colors $4.95

GATOR Fork Wipers. All colors. Protect those seals. $9.95

DAYSTAR Fork Boots. Covers the whole upper tube $17.95

CYCLE-AM stadium-X front & rear fenders $19.95

MINI-BARS by Answer Products. Colors & bends - Chromoly $21.95

RADIATOR scoops. Colors for all bikes. $18.95/set

SIMONS rear suspension link for 1983 Honda CR125/250/480. Dirt Bike says handling is improved 20%. How can you pass this up? $89.95

TERRY fork kits for all models/yrs. long, plush travel, easy installation starting at $49.95

COMBO rear number plate fender for Kawasaki, Yamaha, Honda, Maico, Husky, Suzuki 25% off at only $22.95

SUN alloy rims for all models & years. Silver and Gold available for most. The best you can own. Starting at $52.95

BUCHANAN heavy-gauge, super tough spoke sets. A must $36.95

CYCLE-AM stadium # plates. Vented or solid, colors. $8.95

CEET Racing tank covers to cover that shoddy tank or save your new one. Most yrs/models $17.95

HONDA rear fenders. Factory replica much less expensive than stock $24.95

SIDE-PANELS the best quality on todays market. Replica styling in the popular colors. Heavy duty $29.95

MINI-FENDERS by Cycle-AM in the hot colors. $17.95

HONDA plastic rear brake cover guard - new protection $12.95

MINI-RIMS gold alloy 14" & 17" tough as they can be!! $44.95

## CLOTHING

T-SHIRTS short sleeve, bright colorful multi-color print. $5.00

3/4 SLEEVE Cotton 50/50 T's. Just like rock concert shirts. $6.50

JACKETS Team styles. Great for fall weather. $49.95

VESTS Maico red colors. Unique and very warm down. $19.95

WINTER Stocking caps by Malcolm Smith & Jofa. $9.95

JT Hi-Flier Running shoes, velcro closures. Sizes 7-13. $27.95

PIT-HATS Team colors & styles at the right price. $5.00 ea.

## CLASSICS/ANTIQUES

MAICO parts for early 4-spd. & 5-spd. Call for quote.

SPORTECH helmets.. Various sizes & colors. $39.95

AKRONT rims. 21" & 18" alloy. Bargain. $29.95

## COUNSELING

FLOW-PORTING: If you need any tech help to get more power out of your motor, our lab personnel will be glad to assist you. Call the lab at 312-344-2233 Ext. 3000

GEARING: Our sales technicians can help you sort out your gearing hassles no charge. Call 312-344-2233 Ext. 4000

## ELECTRICAL

CHAMPION race plugs. The new copper-plus design, guaranteed. $2.00

MOTOPLAT fire-power ignition system complete for the 1983 Honda CR125/250/480 at a super price way below all the competition. Not $199.00, not $179.00, only $149.95

NGK B8EV, B9EV Race Plugs. The proven standard. $3.95

## ENGINE ACCESSORIES

BOYESEN racing reeds - Dual stage. A must. 20% off. $22.95

BOOST bottle kits for all bikes. Low end help. Real savings. $29.95

KLOTZ octane boost for the competitive fuel edge. $4.25

MIKUNI 38mm carbs. Great top end power. $69.95

BARNETT clutch kits. Durable. Non-slip, fade free. $39.95

TRU-FLO triple stage air filter elements. Max-Flo. $13.95

FLAT-SLIDE Mikuni carbs. The new technology. $109.95

AIRBOXES - Super Flow II to let that engine breathe. 20% more flow over stock with filter. $64.95

PRO-VENTS - economical mod to help help your stock airbox kit. $9.95

FOLDING chrome-moly shift and brake levers. $12.95 & $19.95

FLOW-PORTING by the company that taught the whole industry. By quote.

## EYE/FACE WEAR

SCOTT "89" Lexan goggles. The #1 choice. $14.95

OAKLEY 0/20 "Bomber" model goggles, Barnett's choice. Comfort. $15.95

SMITH turbo-fan goggles. The rolls-royce of the line. $52.95

FACTORY Pilot II System by Oakley lense/tearoffs/clip $10.49

SCOTT face masks - colors - fits right onto goggles. $7.95

ROLL-OFF systems by Smith for Smith or Scott goggles. Max idea. $26.95

0/21 MASK for Oakley goggles. Great fit & protection. $7.95

JONES Pro-carbonite goggles. The choice at the AMA Nationals. $24.95

OVER-GLASSES goggles that solve the problem for sure. New. $23.95

CARRERA sunglasses. Tops style brown, black or blue. Classy. $32.95

PORSCHE copy fold-up sunglasses. Looks the part, case incl. $11.95

## JEWELERY

BUCKLES to hold your belt together. Brass & Pewter in many bike brand styles. Originally $15.00, now only $5.00 each.

HAT PINS - decorate your pit hat with classy lapel-size pins of various designs. $3.95 each

CHAIN bracelets for that real hard guy look $6.95

## LUBRICANTS

BEL-RAY MC-1+ the best selling premix today. Call for price

GOLDEN SPECTRO gear lube. Mr. Know-It-Alls choice. $2.50 ea.

PJ-1 CHAIN LUBE top ranked in the Dirt Bike Shootout $3.40 ea.

GOLDEN SPECTRO - Hi-point premix Super good oil. $2.40 ea.

PJ-1 FORK OIL the pros use it, why don't you. $2.40 ea.

SIMONS fork oil level guage. A must for the tuner. $9.49

RATIO-RITE measuring cup. Great for calculating premix, etc. $2.95

TEMP-GARD - the one and only coolant you should be using. Sale at $3.50

## MISCELLANEOUS

WALLETS Team styles, nylon velcro. Save on this. $6.95

GIFT CERTIFICATES for any occasion for any amount. Great holiday/birthday gift for the dirt bike freak in your life. ANY AMOUNT!!

POWER-FLEXOR forearm training device, compact, adjustable. $14.95

## PERSONALS

FOXES and pit tootsies always welcome at our van at any local, regional or national race. Beverages & amenities naturally free.

KRAUSE and the whole staff would like to say to all our competitors who thoughtfully call us from time to time for briefing on the latest technology and assorted marketing ideas — Merry Christmas!!

## PETS

WILL TRADE slightly worn pit-tootsie, good condition, blond, for any late model RM or CR.

KILLER Doberman. Will guard your tools & pit area while you race. Has no shots and foams at mouth. Responds well to medium ball-peen hammer - $250.00

## PIPES

ANSWER alloy, rebuildable silencers, lighter, tougher $39.95

YAMAHA pipes for all the hot selling models. The best design for a super price. $119.95

MAICO works factory style pipes for that enormous rush of power. 250 & 490. $169.95

MINI-PIPES for YZ, KX, RM & CR 80's. Quality product scaled down from the big bore machines. Starting at $89.95

KANNON PIPES - hand made cones assembled by certified aircraft welders and heat treated after fabrication. The toughest, best performing design in the market. We have been building pipes since 1968. We don't experiment with your money, we sell proven performance.

KAWASAKI pipes for those hard to find models — call for quote

SUZUKI pipes. Much more power than stock. from $119.95

## PROTECTIVE EQUIPMENT

BELL MOTO III all sizes, red, yellow, black, white, blue. $99.95

HANNAH Flak-Jaks built by Bob himself. Team colors too!! $64.95

JT MOUTHTRAP red, yellow, blue and white. All new design. $6.95

SIMPSON "52" yellow, white, red. In all popular sizes. $99.95

DeBRUZER cross-bar pads, yellow, red, black, blue. Hi-impact foam. $5.45

V-2000 chest protector by JT. The ultimate protector. $79.95

NYLON/VELCRO cross-bar pads with team names. Low, low price $4.95

SAFETY SEATS Save your precious privates. All models, blk, blue or red. $26.95

MUDGUARDS Nylon/foam padded hand covers with team names, attractive and functional. A must for the mud rides. $16.95

ROK-JAKS by O'Neal. An excellent alternative at a real savings. $49.95

MINI-MOTO Bell helmets, the ultimate head protection for the youngster. $69.95

MOTO IV Helmet by Bell. The latest technology in racing. Force-flow ventilation, replaceable lining. The new standard. $139.95

JT TECHNO - Visor. State of the art. Team graphics. Trick. $8.95

## RIDING GEAR

ANSWER MX pants, nylon, padded hips, knee guards, team colors $79.95

GOLD BELT All team colors, mini & X-Lg also, the best!! Used by all the top pros. $18.95

GAERNE MX boots, red, white, black, blue. Sizes 6-13. $129.95

BOOTSAVERS Save your boots, colorful, team styles $15.95

NYLON vented mesh team jerseys in all popular colors. Padded elbows. Quality at a super bargain $11.95

MX SOX Acrylic nylon, super long. Yellow, blue or red. A steal at $3.95

5-SNAP team color visors for Bell or Simpson. Yellow, white, black, blue, smoke, red. Great style. $3.95

ULTRALIGHT gloves, small med., large, X-lg, in team colors. 20% off at $24.95

MUD-PAW gloves in the usual sizes & colors. Great for practice. $3.95

GAERNE ENDURO sole boots with block tread pattern, black only $129.95

GEAR BAGS team styles, durable nylon. Ample room. A necessity $24.95

ULTRA-LIGHT MX pants by O'Neal. Team logos, double sewn. $79.95

SCOTT MX gloves, Sm., Med., Lg., X-Lg. Red, blue or yellow. $16.95

ANSWER nylon, cool flow kidney belt. Velcro in colors. $16.95

HALLMAN MX or Enduro boots. Unique style. Great protection. $119.95

De COSTER gloves. Sm., Med., Lg., X-Lg. Economy and good fit $22.95

HALLMAN Mini-MX Boots. Scaled down from the adults. $89.95

## SECURITY

ANCRA red tiedowns. You can depend on them. $11.95

KRYPTONITE lock system. Even Superman couldn't break it. $34.95

SURE-LOK tie downs. Ancra style, good economy & security. $8.95

## SPROCKETS/CHAINS

KAWASAKI SideWinders. Cost 20% less than stock. $39.95

TSUBAKI "Pro" series chain. All lengths available. $29.95

HONDA self-cleaning SideWinder sprockets. Some as much as half the cost of stock and last much longer. Why pay more? $39.95

O-RING D.I.D. "V" Series. The best money can buy at a steal of a price. $54.95

YAMAHA SideWinders. All the trick tooth sizes in stock for that competitive gearing advantage. Fronts only $12.95, rear SideWinders only $39.95

SUPER-LINKS chain, precut lengths, the tops $39.95

## TIRES

METZELER 3.25x21 motocross. Enduro riders choice. $49.95

MULTICROSS - Metzeler 4.60x18 The all new 125 weapon. $54.95

HARD-TERRAIN Perfext-X Metzelers The ultimate traction $59.95

MINI-METZELERS 4.10x14 made for the 60's & 80's. $39.95

MINI-CROSS 2.75x17 Metzeler. Rated #1 by Dirt Bike. only $36.95

TUBES heavy duty butyl rubber. Long lasting, pinch resistant $7.95 ea.

BARUM 3.00x21 "Wrapper" killer tire. Only 4 left. $29.95

NITTO 3.00x21 Knobby good, reasonable price. $24.95

## TOOLS

IMPACT drivers, the mechanics right hand. $9.95

FLYWHEEL Pullers for most popular ignitions. $9.95

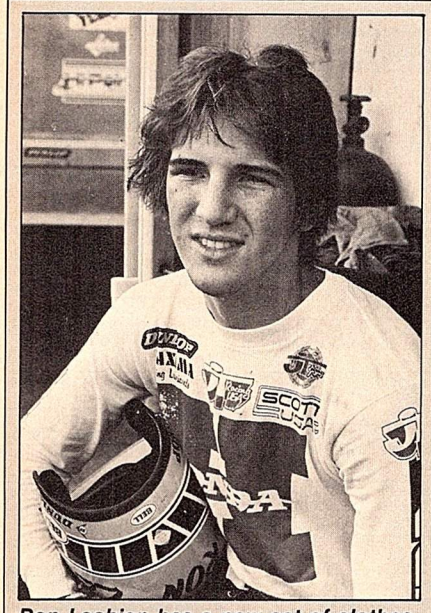
**TO GET THESE PRICES WHEN ORDERING, YOU MUST SAY**

*"THE MX384 KRAUSE SAVING-TIMES IS THE BEST NEWS EVER!"*

***"IF YOU DON'T BUY FROM KRAUSE, WE BOTH LOSE!!"***

# Toll-Free 800-323-4442 Order Line

# MXA MINI-VIEWS



Jeff Spencer

*Ron Lechien has a new set of clothes and different teammates for 1984.*

## JUMPING SHIP

## RON LECHIEN

### Latest addition to Team Honda

• ***MXA:*** *It looks as though you'll be riding Honda motorcycles in 1984. What happened at Yamaha?*

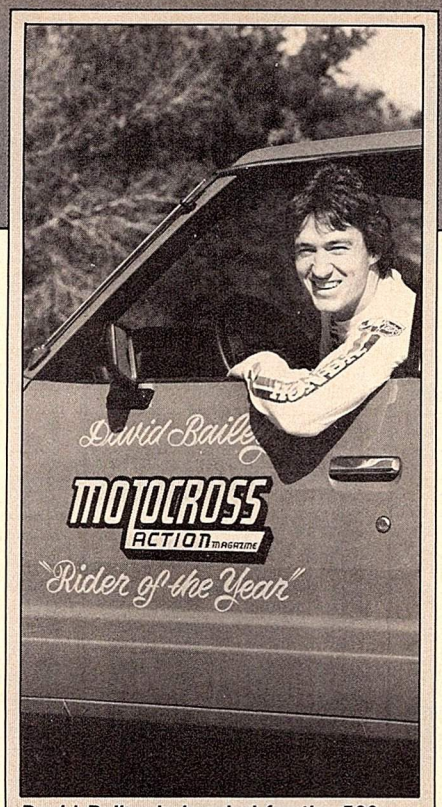
**Ron:** When I signed my initial contract with Yamaha last year, one of the major points in the contract stated that I was to receive works equipment for the entire three years of my contract agreement. When Yamaha announced that they would have all their factory riders ride production bikes for 1984, they broke their agreement with me. That left me open to pursue other options.

***MXA:*** *How did you get in touch with Honda?*

**Ron:** I left everything up to my father as far as arranging the deal with Honda. I have complete faith in my dad.

***MXA:*** *What kind of contract do you have with Honda?*

**Ron:** I'll be with Honda for the next two years. For 1984, I'll be teaming up with Johnny O'Mara in the 125 National Championships, as well as riding all of the Supercross events. I'm looking to pick up a championship next year. •




*David Bailey is headed for the 500 class. Luckily he has a new truck in which to get there.*

## TRIPLE CHAMPION

## DAVID BAILEY

### 1983's best rider talks team tactics

• ***MXA:*** *What are Honda and your plans for 1984?*

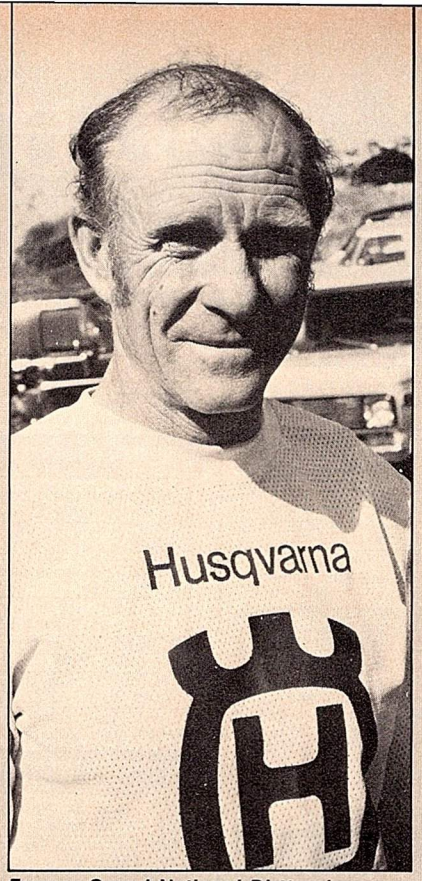
**David:** Honda is going to have a five-man team, and it is a really good team. I just signed a two-year contract with Honda.

***MXA:*** *What class will you be riding? We heard that you might be in the 500 class.*

**David:** It is possible that I will ride the 500 Championship. Honda doesn't see any reason to have Bob Hannah and me in the same class. Johnny O and Ron Lechien will ride the 125s, Hannah and I might be in the 250s, and Magoo has signed for the 500 class.

***MXA:*** *Hannah recently said that he wouldn't trade his 1983 season for your three championships. How will that affect your relationship?*

**David:** Honda is a team. I'm glad to be on the same team with Bob, and I think that Ron Lechien will be a great addition also. I don't think Bob and I will be as close next season as we were this year, but the racing will be better. •




*Former Grand National Dirttrack Champion Dick Mann is still active in motocross.*

## MOTORCYCLE LEGEND

## DICK MANN

### Dirttrack's greatest talks summer motocross

• ***MXA:*** *Dick, what have you been working on lately?*

**Dick:** I haven't been doing much work in the motorcycle field. I have a few special projects, like my four-stroke, but most of it is for my own enjoyment. Occasionally I restore classic motorcycles like Norton Manx and BSAs.

***MXA:*** *No trick motorcycles, huh?*

**Dick:** I have a business that does conversions on imported cars, bringing foreign cars up to federal requirements. It is a shame, but I can make more money putting beams in car doors than I can building a special full-race motorcycle from the ground up.

***MXA:*** *Have you been racing much?*

**Dick:** Not too much, but an occasional motocross. I like to race, but after 15 years of summer motocross, I have kicked back a little. With winter here, I will probably start to race more. •

# THE BEST WAY TO TELL IF IT'S A HONDA IS TO OPEN IT UP.

# AND LOOK INSIDE.

*Beefy front suspension offers more wheel travel than any other three-wheeler. Secured with four-bolt, forged aluminum triple clamps.*

*Pro-Link rising rate rear suspension with 14-way adjustable compression and rebound damping provides progressively stiffer response as bumps get larger.*

*Exclusive design full-carcass tires for unmatched traction and durability. Mounted on lightweight aluminum alloy rims.*

*Advanced frame geometry and engine location provide excellent handling and optimum weight distribution.*

ALWAYS WEAR A HELMET AND EYE PROTECTION. Designed for off-road, operator use only. Specifications and availability subject to change without notice. ATC is a registered Honda trademark.
© 1983 American Honda Motor Co., Inc. For a free brochure, see your Honda dealer. Or write: American Honda, Dept. 638 DW-1, Box 9000, Van Nuys, CA 91409.

Snap open the throttle of an ATC®250R and you'll feel the exhilirating difference 14 years of experience makes in building three-wheelers.

Look inside the ATC250R and you'll see why it's in a class by itself.

A sophisticated suspension package unmatched by anything else in the industry. Our exclusive Pro-Link™ rear suspension provides truly progressive spring and damping rates, thanks to a unique linkage system and a high-performance gas-charged shock with remote reservoir.

Up front, you'll find air-adjustable long-travel front forks with refined spring and damping rates.

State-of-the-art frame geometry, weight distribution and engine location make the ATC250R steer precisely and handle superbly.

The engine is a two-stroke masterpiece of power, reliability and smoothness. Its design and technology make it the most advanced engine to ever sit in a three-wheeler chassis.

So it really isn't any wonder that Team Honda ATC® has won the Baja 1000. The Parker 400. The San Felipe 250. And the Mint 100.

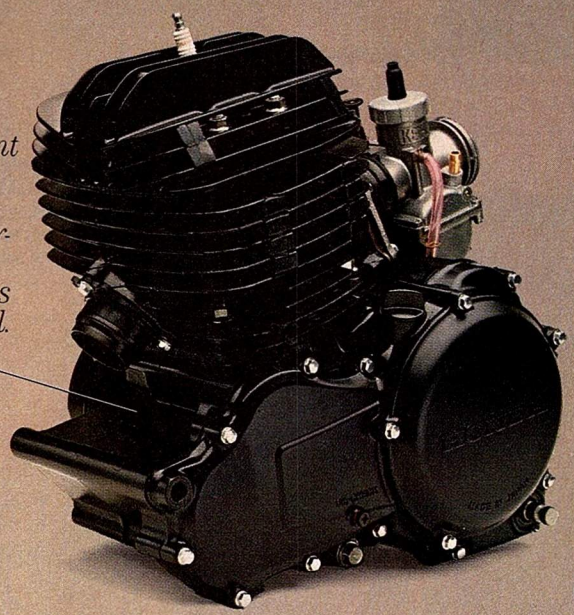
Because with everything the Honda ATC250R has on the inside, no other three-wheeler has an outside chance.

**HONDA ATC®**

**FOLLOW THE LEADER**

*Large-diameter, narrow cross section front tire for precise steering.*

*Our 248 cc two-stroke powerplant was specifically designed for the ATC250R. A gear-driven counter-balancer ensures vibration control.*



*For open class warfare, our 300 cc kit will convert the ATC250R into an even more potent weapon.*

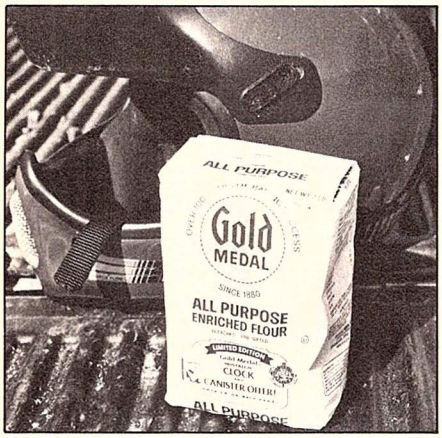
*Hydraulic disc brakes front and rear. An industry first.*

ROAD RASH REPLICA

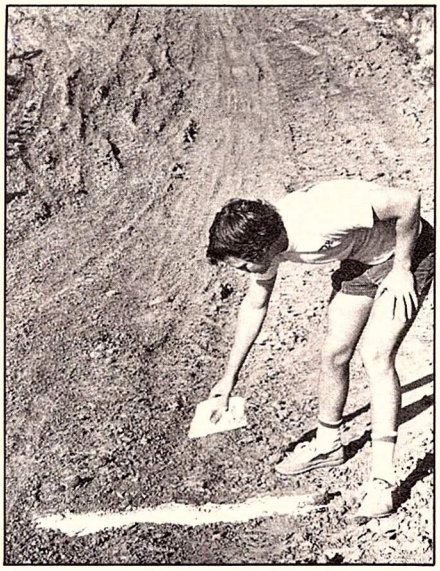
# HOW TO BE THREE SECONDS FASTER IN SEVEN DAYS

## You could be winning by next Sunday

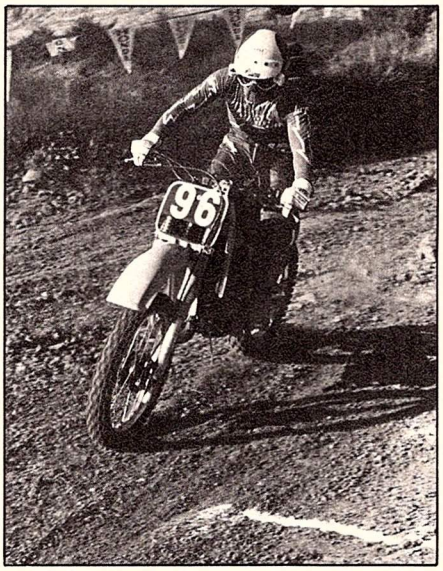
**By Jody Weisel**



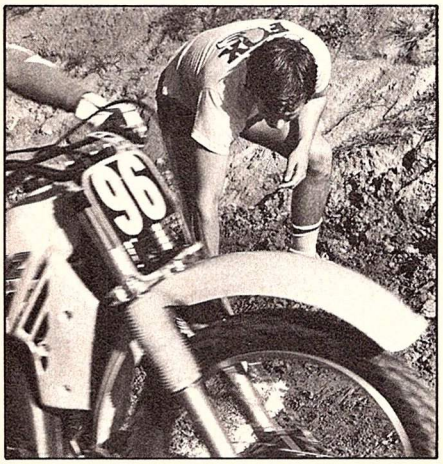

***Who would believe that a bag of Gold Medal flour could make you go faster in just seven days? You'll believe after you try it.***



***After checking to see where the rider puts his brakes on going into the turn, the flour is used to mark the braking point.***



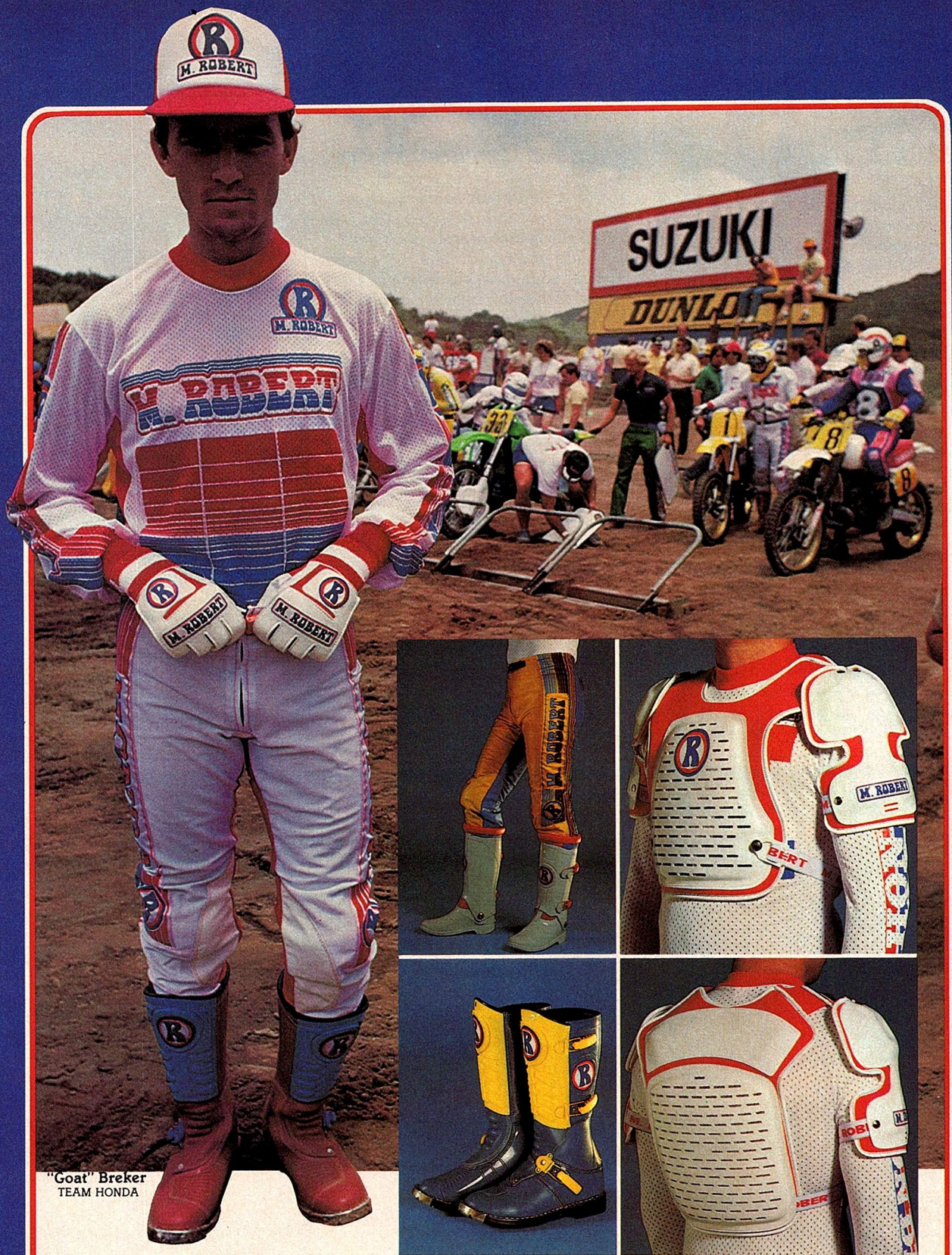

***Using consecutive passes at the same turn, the rider must not pull the brake in until he reaches the white line. Each pass he goes in deeper.***




***Every time the rider goes in deeper without touching the brakes a new mark is made. This procedure is repeated over and over. Taking a friend along to accurately mark the braking point is critical.***

***Now that the rider has found his point of maximum braking, he can move on to the next turn and mark it. This is the ultimate go-in-deeper trick.***

☐ Count the number of corners at your favorite track. How many are there? Ten? Fifteen? Our favorite track, Saddleback, often has as many as 20 turns on it. If you could save time on each corner, you would pick up incredible amounts of time. A tenth of a second in each turn would be two seconds a lap at Saddleback. Two-tenths of a second in each corner is four seconds a lap, and in a ten-lap




"Goat" Breker
TEAM HONDA










**DISTRIBUTORS**

Galaxy Wholesale — (714) 991-9641
Hallman Racing, East — (800) 323-2273
Hallman Racing, West — (800) 854-2812
Iron Horse — (713) 665-4321
KK Motorcycle Supply — (513) 222-1303
Sierra Motorcycle Products — (916) 635-9580
Steen Hansen Racing Prod. — (403) 435-6950
Techno-Sport — (418) 653-9203

**NEW PLASTIC/LEATHER BOOT** — Worn and endorsed by 250cc World Champion Georges Jobé. Safety plus comfort. **ALL PLASTIC BOOT** — The ultimate in protection. **ALL NEW RIDING PANTS** — Also available in vented nylon. **NEW CHEST PROTECTOR** — Gives the best combination of protection and comfort. Space for name and numbers on back. All products available in a wide assortment of colors.

**MANUFACTURERS OF THE WORLD'S FINEST MOTOCROSS GEAR.**

MADE IN ITALY

**M. ROBERT**

© 1983, M. Robert
TELEX 481339 ROBERT I

# THREE SECONDS FASTER

moto that could add up to 40 seconds gained. Most races are won by a two- or three-second margin.

**THE SECRET IS NO SECRET**

We are going to tell you how to shave those two to four seconds a lap off your times, but nothing comes easy. To go faster you have to work harder, be more dedicated and practice, practice, practice. In less than a week you can master the secret of faster lap times, but it is up to you whether or not you get full benefit out of the secrets of faster laps.

**THERE IS ONLY ONE TIP**

Road racers developed this trick in the early days of pavement racing, and it is about time we borrowed something from Kenny, Freddie and Eddie. The roadrace secret, which is no secret to road racers, works because it makes you go in deeper. Really deep!

You're probably saying that you go into the turns as deep as possible already, but, in the back of your mind, you know that isn't true. Maybe you go into the first turn as deep as possible, but, as the moto wears on, your pro-moto attitude becomes more of a survival mode, and you are lucky to *turn* the corners, let alone *burn* them. Don't kid a kidder.

**WATCH THE SECONDS MELT OFF**

Go out to your favorite practice track on a day when not very many people are around. After all, you want to keep the secret secret, don't you? But before you go, go into the kitchen and steal your mom's five-pound bag of flour. Other things will work, but we'll use flour because it is readily available in every household.

Find a corner that you want to start working on first. Go back down the straightaway and rocket up to the corner as fast as you normally would. When you reach for the front brake, mark the spot. It is best to have a friend, brother or girlfriend with you to speed up the process. Take a handful of flour and make a hash mark, like on a football field, on the exact spot where your front wheel was when you put the brakes on. Don't put it on the track, fool, put it off to the side. Go around the track and do the same corner again, only this time, do not touch the brakes until you have passed the flour chalk mark.

**PRACTICE, PRACTICE, PRACTICE**

Keep doing the corner over and over, moving the flour stripe up closer and closer to the turn. Do the corner until you can just barely make the turn by using all the brake you have. Most riders will find that their flour mark has moved as much as five feet closer to the turn.

Now, move on to the next turn. In less than an hour you can move all around the course and mark the maximum braking points for each turn. Road racers are doing 160 mph into some corners, and they don't just guess at where to slow down. They have braking markers, even numbered billboards, along the side of the track to guarantee that they don't overshoot and die, or undershoot and lose. In motocross the braking marks can be anything from flour lines to bleach bottles to little flags. Whatever you use, the key is to never put the brakes on or let the throttle off until you hit your marks.

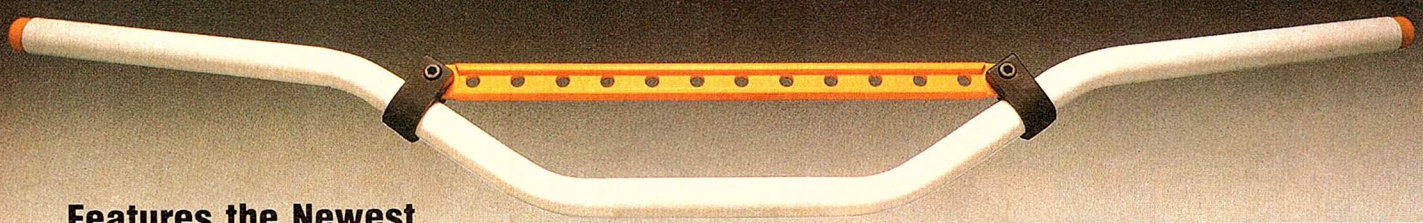
**PUTTING IT INTO ACTION**

Once you have found the maximum braking points, go out and do ten hot laps at full speed. Don't brake until your wheel hits the mark, and the results will be a massive decrease in lap times—so massive that you should be able to gain the advantage over your competition. In addition, you will not slow down so drastically as the race wears on, because you will always be

*(continued on page 110)*


# A CHANGE FOR THE *BEST*

***Introducing The NEW GX CONTROL SYSTEMS***

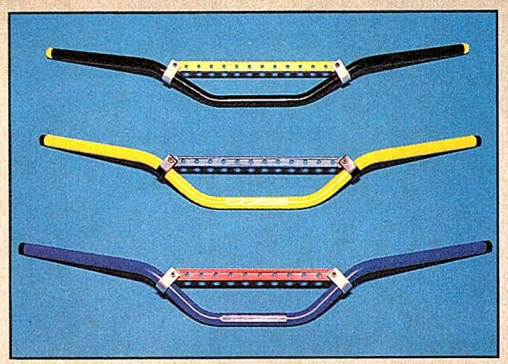


**Features the Newest in Hi-Tech Material**

- I-Beam Designed Aerospace Plastic Cross Piece
- Extruded Anodized Alloy Cross Piece Clamps
- .083 Chromoly or Carbon Steel Bars
- Color Coordinated Bar and Cross Piece to Match Today's Major Bike Brands
- Bar End Pro-tectors

SUGGESTED RETAIL:

| | |
|---|---|
| Carbon Steel | $21.95 |
| Chromoly Steel | $31.95 |



**GALINDO DESIGNS • 21500 OSBORNE ST. • CANOGA PARK, CA 91304 • (714) 735-5342**

# Not Just Liquid Cooled, But A Liquid Cooled Husqvarna

You read it right, Liquid Cooled Husqvarna—the new 250 CR. Now, in addition to legendary Swedish quality, hand-built craftsmanship, and remarkable reliability, you get an all-new, very powerful liquid cooled engine. "It's about time" you say? We agree—almost. You see, at Husqvarna we don't make changes quickly. We don't obsolete last year's bike just to be "trick". We make changes for only one reason—to make a better motorcycle, period.

Take our ITC Twin-shock rear suspension for example. *Dirt Bike* Magazine says "An excellent rear end, easy set-up, easy servicing. Bump absorption is excellent. Rough, chewed-up tracks are swallowed with hunger". Translation: It works. In addition, two shocks leave room for a nice big airbox for improved airflow and easy servicing.

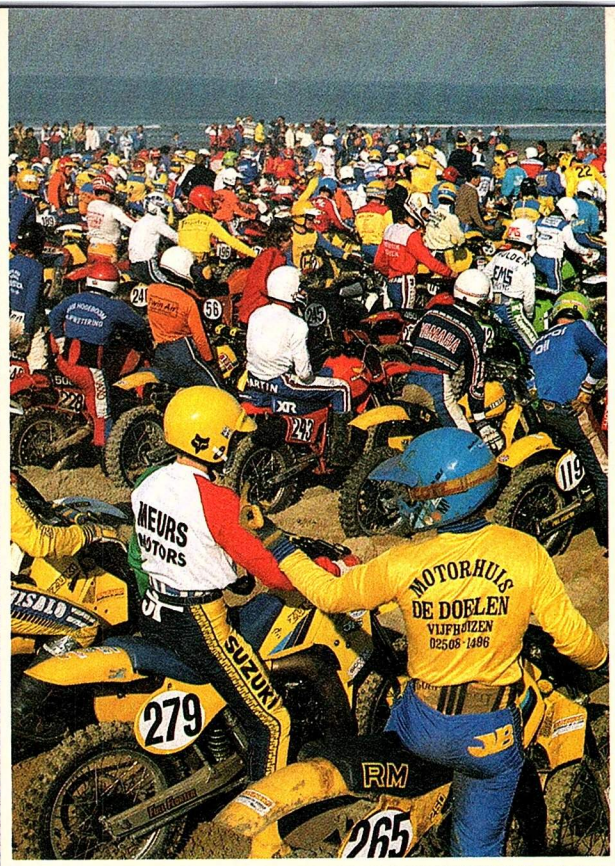
Also new is the CR's Chassis geometry. A tighter rake improves turning control and quickness. Once again, *Dirt Bike* put it best, "The best handling Husky ever built".

Add to all this the new styling and graphics and you have something very special indeed. Something more than your average, robot-welded, mass produced bike. What you have is a precision engineered hand-built masterpiece—a Husqvarna.

**Husqvarna**

*THE FINAL STEP UP*

Husqvarna Motorcycle Co. • 4925 Mercury Street • San Diego, Ca. 92111




Who's this pirate named Veronica?

# 205 KPH AT THE BEACH

By Luc Verbeke

☐ Pirate radio and motocross may not seem to have much in common, but if you live near Shevenington, Holland, the common denominator is 200,000 fans. Pirate radio is a term unfamiliar to Americans, especially since there are over 80 radio stations within range of Saddleback Park. But in the rest of the world, the governments take a dim view of uncontrolled radio broadcasting. Many countries do not want rock-and-roll or commercials blared into their air space.

Pirate radio stations operate from ships at sea, staying out of the territorial waters of their audience, but doing a booming black-market business in free radio. Veronica is the name of a pirate radio station that used to broadcast from the North Sea for Holland and Belgium. In 1978 a heavy storm blew Veronica's mother ship into Dutch waters, and the whole operation was arrested.

# THE BEACH

**LUCKILY FOR VERONICA**

Luckily for the radio station, Veronica, millions of loyal fans protested, and the government relented and issued Veronica a license, and a legal Veronica started to broadcast from land. Veronica is now a successful and legit radio and TV station. Veronica's management is also interested in motocross.

**WHAT IS BEACH CROSS?**

When the motocross season is over in Europe (after the GPs, MX and Trophee des), the European riders cap off their year with some very odd events. A beach race is a fast, dangerous, enormous, crowded and spectacular motocross of sorts held on, you got it, a beach. The most famous of the beach races is Le Touquet (pronounced *luh too-kay*). Le Touquet draws 1100 competitors from the Grands Prix, Six Days, enduros and Paris-to-Dakar Rally. With the popularity of Le Touquet in France, it was only natural for other countries to follow suit. While Le Touquet is open to any level of rider, the Veronica beach race is limited to riders who hold a National-caliber license. Even so, Veronica's beach race had 600 entries. And since it was held in Holland, where sidecars are king, there were over 100 sides on the line. That's 300 wheels, 200 men, and somewhere in the neighborhood of 250 cylinders combined into an awesome display of sidecar horsepower.

**MX STARS ON VACATION**

Motocross stars love to race beach races. They claim they are too crazy, but when a beach race is announced, the factory stars line up. Many are prodded on by their factories, which want to look impressive in front of 200,000 spectators and, for Veronica's beach race, several million TV viewers. Veronica telecast over three hours of beach action to the Dutch public.

Eric Geboers and Harry Everts, making their farewell appearances on Team Suzuki, were expected to give the powerful KTM team a run for the gold. KTM has had great success in beach races with the help of the powerful 495 motor. Kees Van der Ven and Jacky Martens were the KTM pilots. In addition, the best sand riders in the world would take part, including Peter Herlings, Johan Martens, Henk Seppenwolde, Leif Persson and Jaak Verwaayen.

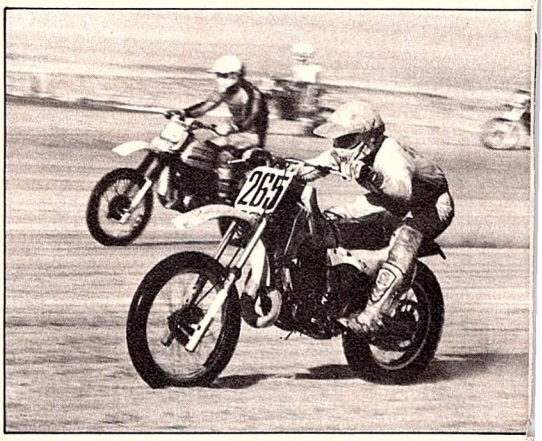
**WHAT SCHEDULE, LET'S RACE!**

The Veronica beach race was originally scheduled for three motos. The track was five kilometers long, and half of that was used up in one long straight by the water. Eric Geboers was clocked at 205 kilometers per hour (approximately 122 mph) on his works Suzuki, and the KTM beach specialists, who had won Le Touquet, were doing 195 kph.

The crowd wasn't disappointed at the start as Van der Ven and Jacky Martens, who had won the Veronica race last year, zoomed their KTMs into the lead. Hot on their tails were Eric Geboers and Harry Everts, in his first race since breaking both collarbones in the Dutch GP.

By the end of the first lap, Van der Ven and Geboers were playing high-speed tag up front, but trouble was ahead. With 600 riders on the course, the KTM and Suzuki stars began lapping riders around the first five kilometers. The object was to stay cool

***Finding a good line to the first turn at the Veronica beach race means hiring a helicopter to scout ahead. This is what a 600-rider start looks like from 599th place.***




***A longer seat might come in handy at Veronica. High-speed straights bring out the weirdest styles.***

# Blast out

Blast out of the crowd and into gear that screams color, style, success. While others blend into the void, fly into new directions of pure design where quality and function coexist.

Get progressive with Malcolm Smith. If you're in a rut, don't ride it out with the rest — BLAST OUT!

**MALCOLM SMITH PRODUCTS**
7563 Indiana Ave., Riverside, CA (714) 687-1300

Catch up with all
the new Malcolm Smith gear at your local dealer

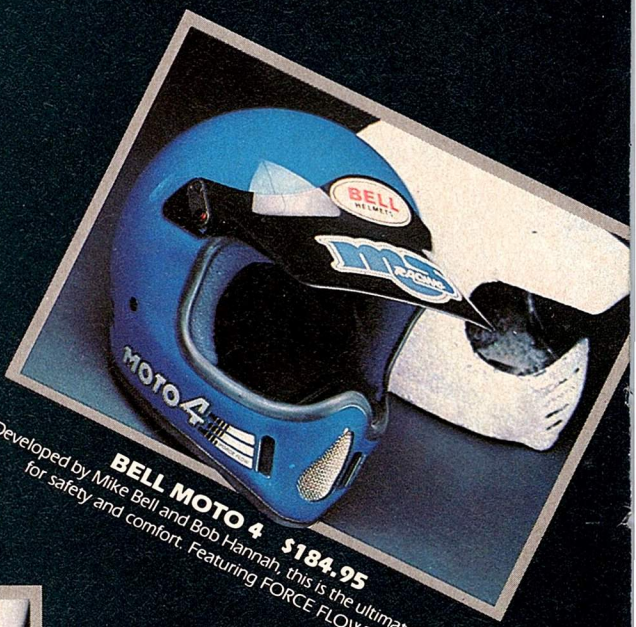
# Blast out

Step into '84 with our PRO SERIES Jerseys and TRIM FIT Pants, making up the NEW combinations for Yamaha and Honda.

**THE TRIM FIT LINE: TRIM FIT JERSEYS $18.95**
Our identifying trim fit graphics are screened on top quality poly/cotton jerseys with a unique taper cut.

**TRIM FIT (ACTION STRETCH) TEAM PANTS $109.95**
The innovators: front panels of action stretch nylon designed into the pant to insure total freedom of movement, combined with unequaled durability. All pants feature removable shin guards and hip pads. (Also available: Maico and KTM)

**TRIM FIT BOOTS: $134.95**
The newest addition to the Malcolm Smith boot line. Check out these features: Three color combinations, velcro closing, two buckle design, speed laces, and, the fit and quality that comes from ALPINE STARS of Italy.




**BELL MOTO 4 $184.95**
Developed by Mike Bell and Bob Hannah, this is the ultimate helmet for safety and comfort. Featuring FORCE FLOW™ ventilation.

**MS PRO COMP GLOVES $25.95**
Our top of the line gloves feature: Soft, supple cowhide, a top panel of stretch vented nylon and a lightly padded palm for protection and comfort with extra cross-stitching to eliminate bunching.

# Malcolm Smith

**GOLD MEDAL BOOTS $154.95**
The finest boots available. Hand crafted and detailed in Italy by ALPINE STARS using only the best materials. Plastic and foam padding protects the shins and ankles as well as padding on the inside calf area. The all new MS design features four cam-action buckles and new colorful plastic shin plate that provides flexible protection.

**"MS RACING" JERSEYS: $12.95**
Made from American top quality 100% cotton.

**TRIM FIT (ACTION STRETCH) PANTS $105.95**
The same unique construction of ARMORNYL™ and ACTION STRETCH nylon as our team TRIM FITS.

BLAST OUT . . . HUSKY
Husqvarna PRO SERIES jersey teamed with Husqvarna TRIM FIT pants.

**MS PRO SERIES JERSEYS $14.95**
The latest MS designs featuring SIDE LINES, original screened graphics that run the length of both sides of the jerseys. All jerseys 100% cotton.

**MS TEAM PANTS $79.95**
All nylon construction with ACTION STRETCH side panels that offer protection and fit while hot team colors provide the style. A great value too!

MS
MALCOLM SMITH

7563 INDIANA AVE.
RIVERSIDE, CA (714) 687-1300

Catch Up With All the New Malcolm Smith Gear At Your Local Dealer

*For performance above and beyond stock...*

# Reed Up!

## Take the Boyesen accelerated performance course.

For greater control... increased horsepower... quicker response... and reduced risk of engine damage. All through low-cost, easily-installed Boyesen Racing Reeds. Because your reeds are fundamental to performance, here's why you'll switch!

| | | BOYESEN VS. STOCK | | Explanation |
|---|---|---|---|---|
| 1. | More control! | ✓ | | Boyesen's patented two-stage design operates more freely over a wider RPM range than standard spring-restricted one-stage reeds. |
| 2. | Greater low-pressure (low-throttle) response! | ✓ | | Boyesen's top reed is very soft because low throttle conditions require a low-resistance reed. |
| 3. | Faster opening and closing! | ✓ | | Lower effective inertia is achieved through Boyesen's dual-stage design: a thin, short, lightweight top reed and a rigid, flow-through primary reed. |
| 4. | Greater flexibility! | ✓ | | A one-stage reed operates effectively only within a narrow RPM range. Boyesen Racing Reeds feature a Space-Age fiber material and dual action for optimum response over a wider RPM range. |
| 5. | No engine damage if broken! | ✓ | Some | Broken metal reeds destroy an engine. Although a few manufacturers feature fiber reeds as stock, you'd better double-check to make sure you're not taking a big chance with your expensive engine. |
| 6. | Greater velocity! | ✓ | | Boyesen two-stage reeds feature two openings that maintain a flow velocity greater than one opening of equal size. |
| 7. | Greater flow area! | ✓ | | Greater flow area is achieved because Boyesen Racing Reeds allow you to substitute a screw plate for your reed stop. Without a reed stop, your original reeds will whip and flutter and be destroyed in a short time. |
| 8. | Longer *overall* life! | ✓ | | On an *uncoated* reed block angled at more than 45°, Boyesen Racing Reeds outlast single-stage metal reeds by a minimum ratio of 100:1. And while most manufacturers now use a rubberized block coating to help metal reeds go past their normal fatigue life, there's no guarantee against breakage. Take a chance on breaking a metal reed and you gamble with engine destruction. |

It's easy to replace your original one-stage reeds with Boyesen Racing Reeds. Complete easy-to-follow instructions are included. So switch to Boyesen for better performance and a more satisfying ride. Ask your dealer or distributor.

Boyesen RACING REEDS

***We're building our reputation, race after race after race...***

Boyesen Engineering
R.D. 1, Box 826
Lenhartsville, PA 19534
215-756-6818

U.S. Pats. 3905340, 3905341, 4051820 and foreign patents.

# THE BEACH

*Is the sand soft in Holland? One hundred sidecar teams were able to churn up some prime ocean-view property.*

*Sometimes the dueling got carried away. In this case two sidecars got carried out to sea.*

*Two-time 125 World Champion Eric Geboers ignored all speed limits on the beach to hit 125 mph. An incident with a lapper cost the Belgian the win.*

and think. Geboers grabbed the lead on the last lap of the first moto, only to tangle with a lapper and kill his motor. Kees Van der Ven cruised into the first-moto laurels with Harry Everts, Jacky Martens and an angry Geboers in the top four places. Sand specialist Peter Herlings was fifth.

**THINNING OUT THE RANKS**

For the second moto only the top International and Grand Prix riders were allowed to start, which meant that only 120 riders went to the line. Geboers, who liked the extra room on the track, avoided the lappers and easily won the second moto ahead of Kees Van der Ven and Peter Herlings of the Netherlands. As they lined up for the third moto, Van der Ven had a one-two score, Geboers was four-one, Jacky Martens was three-four and Peter Herlings was five-three.

**STARTING THE THIRD MODE**

To start the beach race, a Jeep would cross in front of the starting line with a 30-second and five-second sign held up. As the Jeep passed the last rider, the race was on. The system worked marvelously for the first two motos, but not the third time. After three false starts and the problems associated with bringing the riders back to the starting line, the tide started to come in. The sea rapidly gobbled up portions of the track. Rather than risk losing riders to sea serpents or U-boats, the KNMV (the Dutch motorcycle federation) called the third moto off. The Veronica race was history and KTM had kept its string of beach race victories intact. □

**VERONICA BEACH RACE**

| | |
|---|---|
| 1. Kees Van der Ven | 1-2 |
| 2. Eric Geboers | 4-1 |
| 3. Jacky Martens | 3-4 |
| 4. Peter Herlings | 5-3 |
| 5. Henk Seppenwolde | 5-5 |

**SIDECAR RESULTS**

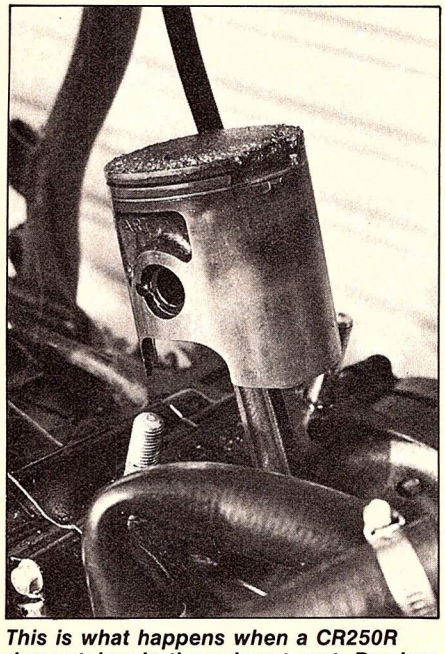
| | |
|---|---|
| 1. Bakens/Van Keek | 1-2 |
| 2. Van Heugten/Van Vliet | 4-1 |
| 3. Janssens/Geurts | 3-3 |
| 4. Bruil/Wensink | 6-4 |
| 5. Schriver/Van Hout | 9-5 |

# SEVEN SECRETS

# HONDA CR250R UPDATES

## Fine-tuning Honda's heavy hitter

☐ Racing the new 1984 Honda CR250R week in and week out brings out the best in the machine. The *MXA* test crew has been hammering around Saddleback, Trans-Cal and the California Winter series on an '84 Honda, and our test riders have learned a few things that might make your Honda efforts pay off even more.



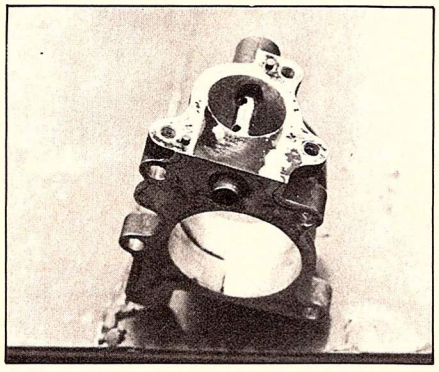
***This is what happens when a CR250R ring catches in the exhaust port. Bye-bye to the top of the piston. Chamfer those ports today.***

### CHAMFER THE PORTS

Our engine coughed a ring, spit out a few chunks of piston, and came to a grinding halt with about 15 hours on the top end. The culprit was a badly chamfered exhaust port and excess slop in the piston/cylinder clearance. Although the damage was limited to the piston and rings, we opted to go first over, and recommend that serious riders have their engines custom bored and fitted with first-over hardware.

### DECARBONIZE THE ATAC

Honda's ATAC butterfly valve lives in the grimiest place in the world. It is hot, gooey and messy in the exhaust port. Once a month a rider should remove the ATAC, clean it with contact cleaner, and sand it down. The hot setup is to polish the ATAC mechanism to a high gloss in order to resist carbonization. Keep it clean or it will stick.

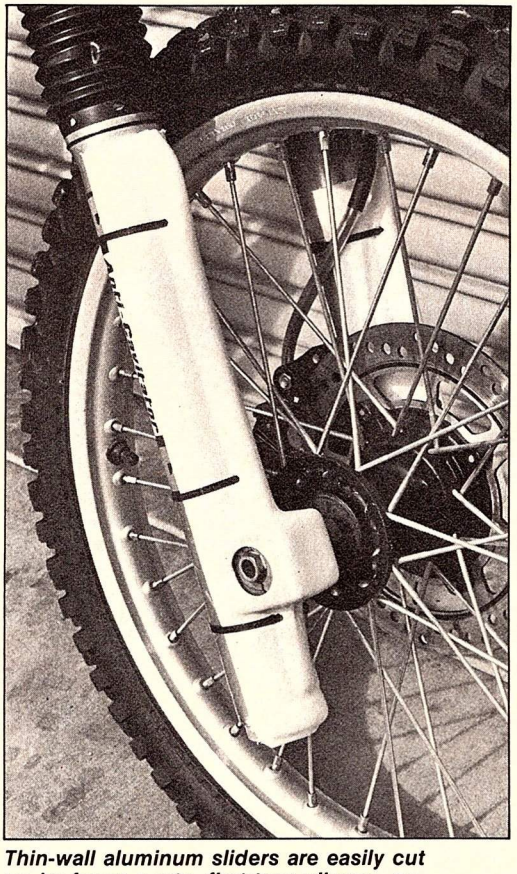


***A high-gloss polish on the ATAC valve and regular decarbonizing will keep the butterfly flapping its wings.***

***A black zip tie keeps the hose clamp from sliding up the curved frame tube, which in turn keeps the shock reservoir from sliding down the curved frame tube.***

### ZIP-TIE THE SHOCK RESERVOIR

Because the top hose clamp on the shock reservoir is holding the canister on a curved tube, it has a tendency to slip off. A zip tie around the mounting tab will keep the hose clamp in place and your reservoir where it should be.



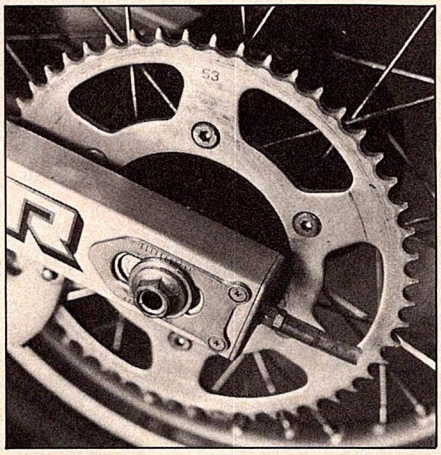
***Thin-wall aluminum sliders are easily cut up by fence posts, first-turn pileups, or maniacs with chain saws. Protect them with cheap plastic.***

### PLASTIC FORK GUARDS

A collision with the rear axle of another bike or a run-in with a metal fence pole can slice right through your shiny new fork slider. We know, because it happens all the time. The aluminum sliders are very thin walled and extremely susceptible to damage. Plastic fork guards are available from many sources. They are a worthwhile investment.

### BIG SPROCKET FOR MORE DRIVE

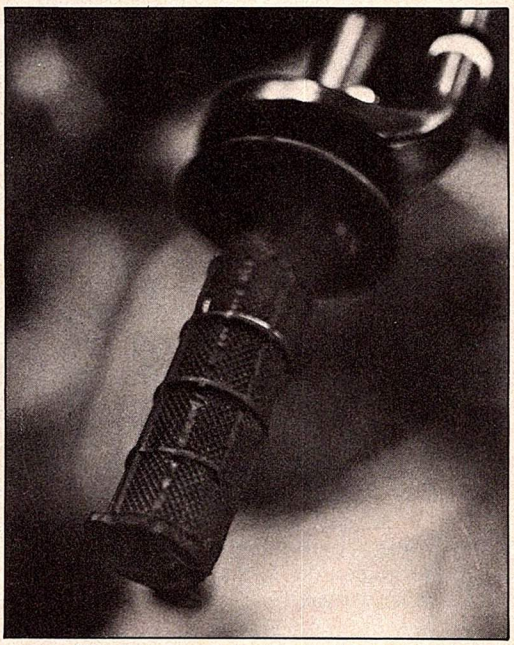
Honda's stock 51-tooth rear sprocket is a good middle-of-the-road gearing choice, but most motocross racers will be happier with a 53-tooth unit. The bike gets more drive, hits each gear a tad sooner, and makes second-gear starts a snap.



***A 53-tooth rear sprocket has become the popular gearing choice for CR250R racers. Gas line over the chain adjuster bolts is added insurance against a DNF.***

**GASOLINE LINE ON THE ADJUSTERS**

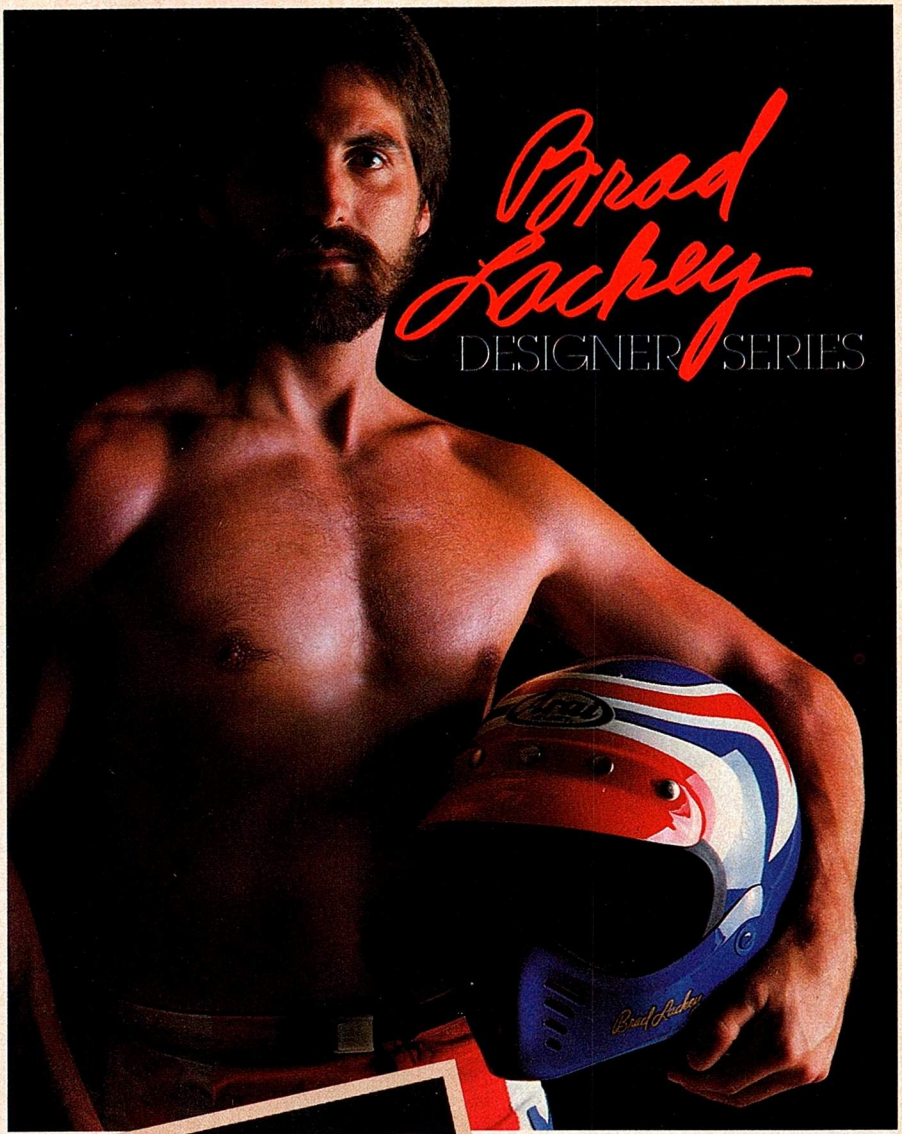
Honda's chain-adjuster bolts stick straight out the back of the swingarm. They are vulnerable. In addition, the locking nuts are not Nylocks, and, as a result, the bolts back off occasionally. By slipping a piece of gas line over the end of the bolt, you protect the threads, secure the nuts, and provide some accident prevention.



***No, they weren't attacked by a rabid beaver, but many hotshot racers considered hand-cut Honda grips to be the ultimate.***

**RAZOR BLADE THE GRIPS**

Lots of SoCal racers have gotten into fine-tuning their Honda grips. Honda grips are considered to be the greatest around, but the hot setup is to take a razor blade and remove ribs and edges until your hand fits perfectly. The grips become smaller, more comfortable and better feeling. □

VENTILATED
LIGHTWEIGHT
WASHABLE

*The Arai MXV Model is available in sizes XS, S, M, L, XL & XX at $176.95 for the Lackey Designs or $149.95 for single color (White, Red, Blue, Yellow, Black) versions directly from Arai Helmet, Ltd./P.O. Box 421/Tenafly, NJ 07670. Add $5.00 for postage & handling within the United States, $15.00 in foreign countries ($25.00 for Air Mail). A Brad Lackey Poster is available for $8.00 post paid. Payment with order is required. A decal/literature pack illustrating the full line of Arai open-face, full-face & moto-cross helmets and accessories can be obtained by sending $1.00 in cash or stamps.*

Arai HELMETS

MODEL MXV

With the degree of technology available in todays motocross bikes, it's getting harder to tell the difference between Bob Hannah's $25,000 "works" bike and yours...At Answer Products we're trying to make it even harder!! Whether you ride a CR, YZ, KX, or RM, 80 cc mini-rocket through 500cc monster-crosse you the same "works" parts that helped Team Honda win 4 National Titl Available at finer dealers or directly from Answer Products.

To order, phone (805) 257-4411. Answer Products accepts Visa Cashiers check or UPS-C.O.D. To get our complete catalog send $2.00 to c and handling.

**ANSWE**

27967 Beale Court, Valencia, California 91355 U.S.A. (805) 257-441

*In Cana*

**R & M MOTOCROSS SPECIALIT**

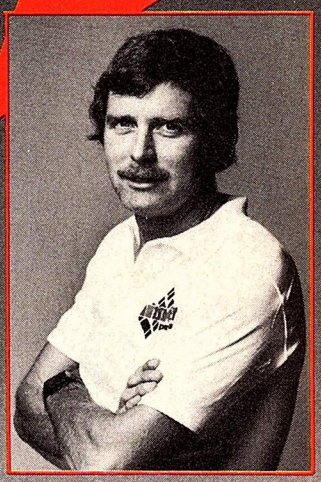
1441 Kingsway, Vancouver, B.C. V5N2R6 (604)

**R & M MOTOCROSS SPECIALITIE**

1535 Meyerside, unit 20, Mississauga, Ont. L5T1M9 (416) 67

# answer

# Works



**Brian Lunniss**, *Team Honda Factory Mechanic,*
"Throughout my years of professional tuning I've relied on Answer Products to provide me with quality equipment for my factory bikes."

*Brian Lunniss*

**SERIES III HANDLEBARS**
Chromoly **$27.95** Carbon Steel **$14.95**

**"NEW"**
Ltd edition Hannah white bar w/pad **$32.95**

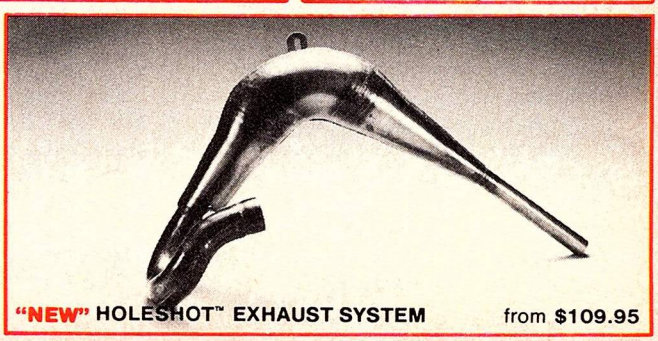
**HOLESHOT NUMBER PLATE** **$9.95**

**FACTORY REPLACEMENT SEAT COVERS** **$19.95**

**NYLON CROSSBAR PADS**
All team logos and colors w/velcro closure **$5.95**

**Equalizer™ OVAL MUFFLER** from **$54.95**

**Boost Bottles** **$34.95**



**"NEW" HOLESHOT™ EXHAUST SYSTEM** from **$109.95**

wer
cts usa

, we offer
es in 1983!

, Mastercard,
over postage

R PRODUCTS
TLX: 696105
da, Contact
IES WEST
873-4554
S EAST
3-1707

# NOT FOR LOCALS ONLY

# VANCOUVER SUPERCROSS

## MX in B.C. needs an I.V.

**By Rick Kupchuk**

☐ Vancouver, British Columbia, had its debut Supercross shot down, shot up, and blown away by fan, rider and track criticism. Efforts to spread Supercross to the four corners of the world have met with a fair share of success and some failures. The Vancouver Supercross might have been damaged more by the off-the-beaten-path location of the Canadian city. Vancouver isn't giving up on stadium motocross and plans to hold a second and better race in April.

**A LOCAL RACE**

Occasionally a promoter can get away with scheduling a race dominated by locals. No fans complain when local residents Broc Glover, Ricky Johnson, Ron Lechien and Scott Burnworth show up to race San Diego's Supercross race, but Vancouver is a different story.

"Look at the riders list," exclaimed one upset ticket holder. "I can see these guys at any local night race. I can't even sell my ticket."

A Canadian Supercross, of which there are less than five a year, should be able to attract the best riders in Canada, at least. But Canada's Supercross Champion didn't show up, and neither did its 250 National Champion, 125 Champ, nor even the 500 Canadian National Champion. None of those top Canadian riders made the trip to Vancouver. Of course, all of those titles belong to one Canadian—Ross Pederson! The number one rider in Canada failed to show—in fact, four of the top five (Mike Harnden, Pierre Couture, Mario Pacquette and Pederson) stayed home. Only Canadian number four rider Tim Krogh made an appearance. Tim lives in Vancouver.

**THE CAVALRY TO THE RESCUE**

Have no fear! Whenever Supercross is in trouble around the world, the promoters always call in the Pros from Dover to fix the situation. But in Vancouver, the American Supercross doctors were not called in to remedy the situation. Although rumors spread that David Bailey, Donnie Hansen, Jim Gibson or Donnie Cantaloupi were on the way, it wasn't true. Several

Americans did make the journey to B.C.: Chuck Sun, Phil Larson, Mike Larsen, Jim Anderson, Bob Buffaloe, Eric Hall, Eric Eaton and Jeff Surwall. Most of the riders from America live in the Great Northwest and had a short hop across the border. Surwall came all the way from Illinois.

**THE REST OF THE FIELD**

The rest of the field was made up of local British Columbian riders. Only eight entrants came from east of Alberta (consult your Thomas' map of Western Canada).

Another concern for the fans, apart from the lack of a top-notch draw in the field, was the field itself. After seeing magazine, TV and cable coverage of Supercross races, the fans filed in hoping to see King Kong jumps,

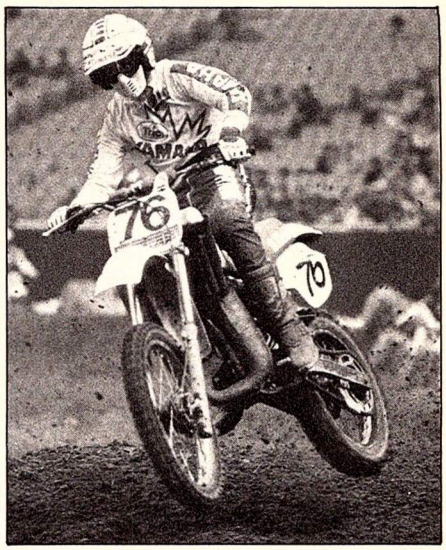
Toyota Towers, Suicide Ridges and Miller Mountains. The best they got were Canuck chuckholes! There were few jumps, no washboard sections, no whoops and hardly any turns.

"They could have used the floor space more," commented former Canadian 125 Champ Terry Hofoss of nearby Surrey, B.C. "There should have been more jumps and turns!"

"There is definitely room for a bigger track," said Chuck Sun of the world's largest air-supported covered stadium. "It needs a longer, tighter and more challenging course. The riders should be tested more."

*Eric Hall (594) holeshot the Main event only to crash two laps later. Eaton (92), Larson (25) and Sun (15) make the start and American benefit.*

*Eric Eaton, riding a Maico out of his father's shop, almost had the Vancouver Supercross in his pocket, but a crash while holding off Larson put him back in the pack.*



*Terry Hofoss (76), former Canadian 125 Champ, charges down one of the many long straights. Hofoss finished third overall and was the first hometown boy.*

*Washington's Phil Larson sails past the checkered flag inside the world's largest air-supported dome.*

**HEATS AND SEMIS IN VANCOUVER**

Heat one was swept by Canadians after Washington's Mike Larsen crashed. Terry Hofoss led the Canadian parade, followed by Doug Hoover, Serge Gregoire and Zoli Berenyi. Americans did better in heat two, with Phil Larson and Eric Hall leading Tim Krough and Scott Tkachuk across the line. Jeff Surwall took heat three ahead of Jari Heinonen, Bob Buffaloe and

*(continued on page 108)*

# RACE TEST

□ Worlds are divided into many different spheres, each of which has a ranking of values, judgments, worths and concerns that is different from that of the other subcultures. In the world of motocross, not unlike the haves and the have-nots, the Europeans and the Japanese have been critiqued with different blue pencils. While the Euro machinery is different from the Oriental kind, the usage is essentially the same. We perceive Euro bikes as being based on tradition, custom, and history. This is both an advantage and a handicap. Great handling, quality metals, better geometries and European styling are distinctive traits that have meaning to the pro-moto public. But sometimes beliefs live on past the truth.

By the same token, the Euros couldn't build a 125 if their lives depended on it, or so the rumors go. But icons are being broken. History is being repeated. And the old way of looking at things is getting very old. Tradition doesn't help when the gate drops.

**WHAT'S ALL THE HULLABALOO?**

Starting with an innovative case-reed porting scheme (that has eight transfer ports), a magnesium Dell'orto carb, a gross engine weight of only 35 pounds (including carb), a nikasil cylinder liner, 54mm by 54mm bore and stroke, and a six-cog box, the KTM is the fastest Euro 125 around.

**IS IT THE FASTEST 125 WE'VE EVER TESTED?**

Is it the fastest 125? No. But it is in the top three for 1984. An additional benefit of the Austrian powerplant's output is that the power is spot-on the money. This isn't a buzz bomb, V-2, shrieker European tiddler. The KTM has good low end and a strong mid-range burst. There isn't a lot of top end, but the punch down low is strong, and the burst in the middle is great.

Stock gearing is way too high for typical American tracks, and especially for American riding styles. We dropped one tooth on the countershaft to make second-gear starts a possibility. In stock gearing and trim the KTM must be driven out in first and then double clutched and shifted hard. A second-gear start, with new gearing, saves a shift. Saving shifts is good, because the KTM is a bulky shifter. It won't accept full-throttle pumps on the lever, and it needs a clutch assist for most tricky gear changes.

Luckily, clutch action is incredibly light. The lightest we have ever tested!

**WHAT ABOUT THE MOTOR?**

The bottom line is that the KTM is near the top. The power is stronger

*The Austrian-bred KTM 125 is not your average European tiddler. The bike was designed from the ground up as a 125 racer. A strong motor and light weight make it a match for even the best Japanese techno-rockets.*

down low than either Yamaha or Suzuki, good enough in the mid-range to run with the Honda or Kawasaki, and that translates into a performance level that can win. It isn't the fastest 125 on the track, but it is faster then some Japanese tiddlers, and, even better, the powerband is correct (philosophically and factually). The motor is almost a piece of art. Every care has been taken to shave weight, detail components, and miniaturize the package. Good stuff.

**HOW DOES IT HANDLE?**

Did we tell you how much we liked the motor? Did we say how well crafted and thought out the engineering was? Did we. . .oh, you still want to know about the handling! As good as the motor is, the handling doesn't live up to the KTM's energy potential. While the motor breaks the stodgy perception of European bikes being

## Breaking the stodgy Old-World traditions

# KTM 125

# SIDI

## THE BOOT OF CHAMPIONS

*Hakan Carlqvist, 500cc World Champion*

*World Champion Hakan Carlqvist relies on Sidi Super Pro boots to give him the protection and flexible comfort necessary on the grueling GP motocross circuit.*

*Champions like Carla appreciate premium leather construction, triple sewn and riveted at stress points. All new sole is double sewn for easy replacement. Patented inner speed lacing and outer VELCRO® fasteners make Sidi the quickest boot to put on or remove*

*Carla also knows that Sidi provides the ultimate in protection with vulcanized urethane shin guards, double padded ankles, steel shank and toe guards, and plastic shields in both the toe and ankle area.*

*Sidi, the boot of champions. Available in trials, motocross, or enduro soles in sizes 6 through 13. Red, blue, or black.*

**DISTRIBUTORS:**

*Arizona - Action Associates*
*California - Interstate Accessories*
*- Jammin' U.S.A.*
*- Knobby Shop International*
*Colorado - The Dirt Broker*
*Georgia - Ed Tucker Dist.*
*Maryland - Ed Tucker Dist.*
*Massachusetts - Moto Race Dist.*
*Michigan - Ed Tucker Dist.*
*Minnesota - B.C. Distributing*
*New Mexico - Bobby J's Yamaha*
*New York - Street & Competition Cycle*
*N. Carolina - Sure Fire Dist.*
*Pennsylvania - C. Bruce Strock Dist.*
*Tennessee - Jim's Motorcycle Dist.*
*Texas - Ed Tucker Dist.*
*Washington - MX Supplies*

***U.S. IMPORTER:***

**Cosmopolitan Motors Inc.**

**301 Jacksonville Rd. Hatboro, PA 19040**

***If your dealer doesn't stock Sidi boots, call 1-800-523-2522.***
***In Pennsylvania, call (215) 672-9100. List Price $159.***

COSMO

# KTM 125

based on history, custom, and tradition, the KTM handling package is definitely wrapped up in those same ancient concepts.

A traditional European handler, the KTM is a slow-responding machine. Steering rake and basic frame geometry are stretched out too far to make the KTM 125MX into a *cut-and-thrust* orbiter. That's too bad, because the motor is perfect for inside lines, hard drives, and rip-and-tear tactics.

To make the KTM turn, you have to sit up front, lean in, press down and get with the program. If you play it casual in a tight turn, the strong blast of mid-range will lift the front and push it over the apex. The front end washes and pushes. It can be fixed, but holding it back are poor spring rates.

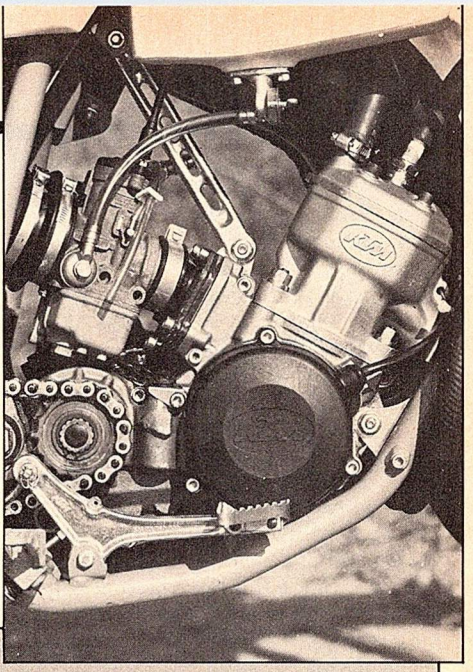
**HOW ARE THE SUSPENDERS?**

Both ends of the KTM are too soft—way too soft for fast riders. Front boing control is handled by 40mm Marzocchi forks. They don't actually control any boinging, because of poor damping, weak springs and buttery legs. We tweaked the fork tubes with more ease than we have seen in several years.

On the rear end, KTM popped for a sophisticated White Power, double adjustable, piggyback single shock. It is trick. Damping rates are accurate. Action of the Pro-Lever linkage is good, but the stock spring is too soft.

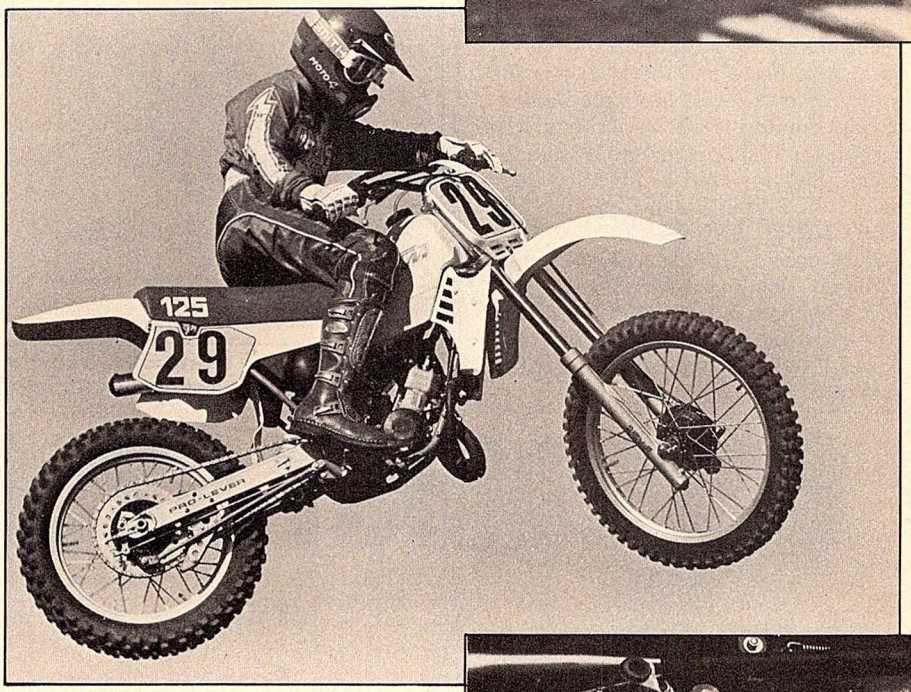
**HOW TO FIX THE HANDLING**

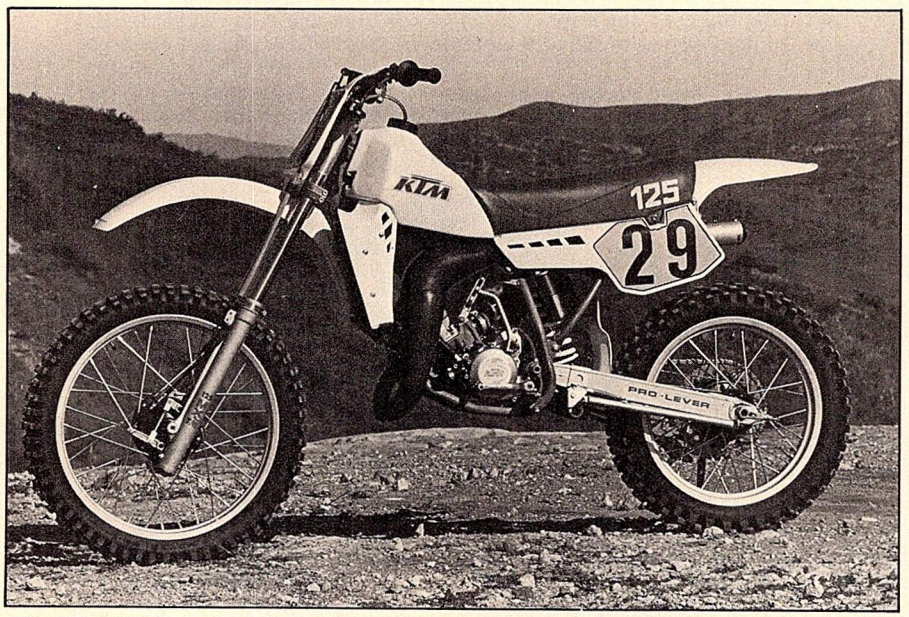
Remember that the KTM doesn't like to turn. This is normally caused by a longish rake and trail setup. The backyard way of fixing a lazy rake is to slide the forks up into the clamps to make the forks lower and the front end steeper. The KTM has the handlebars directly on top of the fork tubes. No luck! A second solution is to put in softer fork springs to let the front dive, making the rake steeper and improving front-end quickness. But the KTM is already too soft up front. So that is out! A third way to make a bike handle is to put a stiffer spring on the



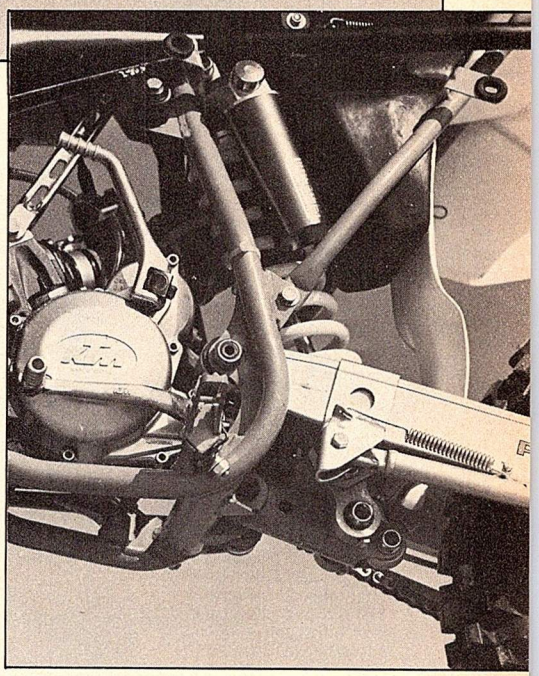
***Does this look like the fastest 125cc motor in existence? It is the fastest European tiddler, and rates dead even with the Japanese motors.*** ►

***Making the bike handle quicker is the only way to please the American style of cut-and-thrust racing.*** ▼




***The KTM 125 has all the looks of a race-bred winner. White plastic components are offset by the blue seat and red frame.***



***Rear suspension is by White Power. Detachable rear subframe makes working on the bike easier.***

# KTM 125

rear, which holds the back end up and forces the front end down and into the turns. This is one answer to the KTM's turning sluggishness.

But the forks need stiffer springs also, so the stiffer rear end is offset by the new stiffer front end. Checkmate!

**SO WHERE'S THE FIX?**

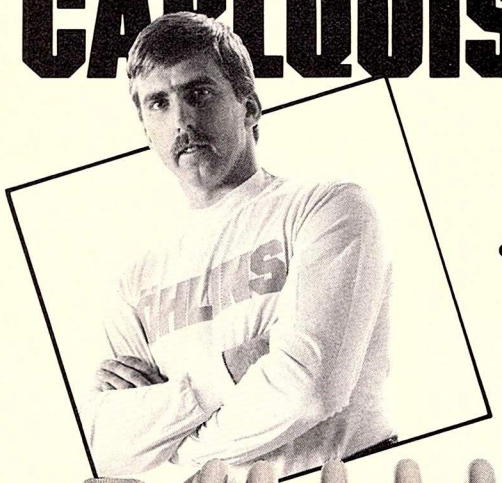
We contacted Z-Racing, the West Coast's most aggressive KTM hop-up shop, and they provided stiffer fork springs ($49.95), a next-step-stiffer White Power spring ($69.95), and the *coup de grace*, which is to remove the rubber caps from the fork Schrader valves and slide the forks as far up as possible. Since the forks stop moving about an inch short of the bottom triple clamp, the needed adjustment is easily dialed in. With the stiffer springs in place and the fork legs slid up to the max level, the KTM begins to play cut and thrust as it should. The suspension components are available from Z-Racing, 1265 E. Lincoln, Anaheim, CA 92805; (714)772-8170.

**NEAT STUFF AND TRICKS**

KTM uses a 428 chain instead of the 520 unit, claiming a weight savings and a better power transfer. We doubt that it weighs much less or that the power transfer is worth the decrease in strength.

***What goes up must come down. With the stock suspension, coming down was no fun. Stiffer front and rear springs are needed.***

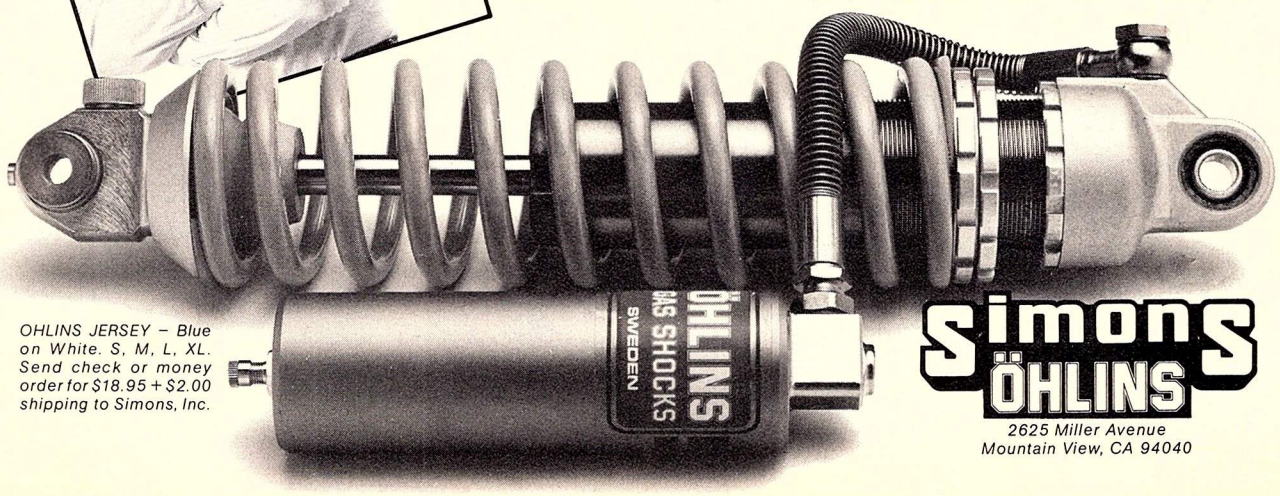

# CARLQUIST SUSPENDED!



*Ohlins Gas Shocks gave special suspension to Carlquist & Glover on their '83 Championship rides. In fact, more recent World Championships have been won on Ohlins than any other shock. And Yamaha chose Ohlins for their '83 & '84 works bikes. Here's why –*

*● Fade-free performance. ● Temperature Compensator for fully-functional damping when shock is hot. ● External Damping Controls. ● Quick tuning to any rider or condition. ● Aerospace-quality materials. ● Completely rebuildable. ● Optional parts available. ● Best action of any shock available.*

*If you're losing races because your stock shock absorber just isn't performing, put yourself on special suspension. Ohlins Gas Shocks. Distributed in the U.S.A. exclusively by Simons, Inc. Order by mail or phone ☎ (415) 948-3470, MASTERCARD/VISA accepted.*




*OHLINS JERSEY – Blue on White. S, M, L, XL. Send check or money order for $18.95 + $2.00 shipping to Simons, Inc.*

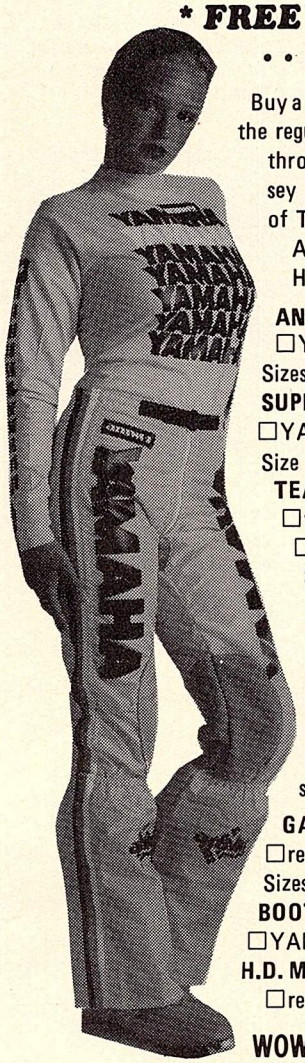
Simons
ÖHLINS
*2625 Miller Avenue*
*Mountain View, CA 94040*

# TUF Racing Products

# Now has the Answer to your racing needs

# *FREE GEAR*

## * FREE . . . . . GEAR * *



Buy a pair of our Answer MX Pants at the regular price of $99.95 and we'll throw in a **FREE** Supercross Jersey (reg. $19.95) and a **FREE** pair of Team MX Gloves (reg. $24.95). A savings of nearly $45.00. Hurry! Supplies are limited.

**ANSWER MX PANTS . . $99.95**
☐YAM ☐HON ☐KAW ☐SUZ
Sizes 24 thru 38

**SUPERCROSS JERSEYS . FREE**
☐YAM ☐HON ☐KAW ☐SUZ
Size ☐Sm ☐Med ☐Lg ☐XL

**TEAM MX GLOVES . . . FREE**
☐yel/blu ☐yel/blk
☐blu/wht ☐red/wht
Size ☐Sm ☐Med ☐Lg

**FREE** BOOTSAVERS (reg. $19.95) and **FREE** Heavy Duty Sox (reg. $5.95) when you buy a pair of Gaerne MX Boots at $139.95. A savings of over $45.00 from their suggested list price of $159.95.

**GAERNE MX BOOTS . $139.95**
☐red ☐blk ☐blu ☐wht
Sizes 5-13

**BOOTSAVER GATORS . . FREE**
☐YAM ☐HON ☐KAW ☐SUZ

**H.D. MX SOX . . . . . FREE**
☐red ☐yel ☐blu

**WOW! THAT'S TUF TO BEAT.**

**COMPLETE SEATS . . . . . $36.95**
Specify model, year and color.
☐Red ☐Black ☐Blue

**SIDE PLATES . . . . . $20.95**
Specify ☐Red ☐Wht ☐Yel ☐Grn
Model ☐Hon ☐Yam ☐Suz ☐Kaw

**KAWASAKI REAR FENDER**
**(green only) . . . . . $20.95**

**RADIATOR COVERS . . . . . $18.95**
**MINIS . . . . . $12.95**
Specify model ☐Grn ☐Wht ☐Yel ☐Red

**HUB PROTECTORS . . . . . $13.55**
Protect that cable or disc from damage. ☐MINIS
☐ YZ, RM ☐CR, KX ($2.00 extra)
☐White ☐Grn ☐Red ☐Yellow

**DeBRUZER CROSSBAR PADS . . . . . $5.95**
☐Red ☐Yellow ☐Blue ☐Black

**TANK COVERS . . . . . $16.95**
Specify year and model.

**SCREEN NUMBER PLATES . . . . . $14.49**
☐125, 250, 500 ☐MINIS ☐Red ☐Wht ☐Yel

**TUF PIPES . . . . . $119.95**
Don't let the price fool you – these aren't stamped pipes like some others, but handmade by experts. And do they work! Available for most 84 bikes now.

**NEW OVAL MUFFLERS BY ANSWER . $49.95**
Now available for the privater – rebuildable and tuned for performance. They give you that factory look – only available for 83 models.

**PERFORMANCE ENGINE WORK–FLOW PORTING BY SCHELGOR** – TUF RACING has solved the problem of expensive engine flow-porting. We have made available to you the world famous Schelgor flow-porting at the TUF price. Get fast – get TUF. Minis . . . . . **$85.00**
125's . . . . **$99.00** 250 open . . . **$115.00**

**HEAD MILL . . . . . $20.00**
For the ultimate in performance.

**BOYESEN REEDS**
2 Petal . . . . . **$8.95** 6 Petal . . . . . **$22.50**
3 Petal . . . . . **$11.95** 8 Petal . . . . . **$29.75**
4 Petal . . . . . **$18.95** Specify year and model.

**DUAL STAGE AIR FILTERS . . . . . $12.95**
Specify year and model.

**AIR BOXES . . . . . $71.95**
If it can't breathe, it can't go.

**GOLD BELT . . . . . $19.95**
The cool one. ☐Yel/Blu ☐Yel/Blk
☐Red/Wht/Blu ☐Blu/Wht ☐Red/Wht

**STICKER PACK . . . . . $2.95**
Ten of the most popular.

**TEAM WALLETS . . . . . $6.95**
☐Yam ☐Hon ☐Kaw ☐Suz

**TEAM T-SHIRT . . . . . $8.95**
Be proud – show your colors.
☐Yam ☐Hon ☐Kaw ☐Suz ☐TUF

**HEAVY DUTY MX SOX . . . . . $4.95**
☐Red ☐Yellow ☐Blue

**M. ROBERT BOOTS . . . . . $95.95**
The TUFest plastic boots you can buy. Specify size.
☐Red ☐White ☐Blue

**SIDI BOOTS . . . . . $129.95**
One of the world's most popular boots now available in 1/2 sizes. ☐Red ☐Blue ☐Black

**GAERNE MX BOOTS . . . . . $129.95**
One of the best boots around and now in five great colors. ☐Red ☐Blu ☐Blk ☐Yel ☐Wht

**JT V-2000 . . . . . $84.95**
The best protection money can buy now at a price that's TUF to beat. ☐Yellow/Black
☐Blue/White ☐Red/White ☐Yellow/Blue

**MX GLOVES BY CEET . . . . . $19.95**
These are trick and very comfortable.
☐Red/Wht/Blu ☐Blu/Wht ☐Yel/Blu ☐Yel/Blk

**MOTO IV HELMETS . . . . . $139.95**
New from Bell. Specify size
☐Red ☐Blu ☐Wht ☐Yel

**LAZER HELMETS . . . . . $84.95**
The newest Helmet from Belguim. 1/2 lb. lighter than a Bell Moto III, and they have that trick European look. Now available in Kawasaki green – a TUF exclusive. ☐Sm ☐Med ☐Lg
☐Red ☐Wht ☐Blue ☐Yel ☐Green

**OAKLEY 0/20 GOGGLES . . . . . $16.95**
☐Red ☐Wht ☐Grey
☐Blu ☐Yel ☐Blk
**Pilot Tear-Off System . . . . . $10.95**
20 tear-offs and spare lens.
**Lexan Lens . . . . . $3.10**
**New "Bomber Beak" Mask . . . . . $4.95**
☐Red ☐Wht ☐Blu ☐Yel ☐Blk

**ANSWER COTTON JERSEY . . . . . $17.95**
Heavy duty, 100% cotton.
☐Yam ☐Hon ☐Kaw ☐Suz

**ANSWER 50/50 VENTED JERSEY . . . . $19.95**
Nice and cool for those hot races.
☐Yam ☐Hon ☐Kaw ☐Suz ☐TUF

**TEAM HATS . . . . . $5.95**
☐Yam ☐Hon ☐Kaw ☐Suz ☐TUF

Having a TUF time finding all those trick goodies you've been looking for? We here at TUF, being racers ourselves, are constantly looking for the best products available. And when we find them, we buy them in quantities and offer them to you at prices that you'll find TUF to beat. Check out the items in this ad, and if you don't see what you need, ask. We probably have it or maybe even something better.

**FOR SUPER FAST DELIVERY CALL 312-232-FAST**

**ORDER FORM**

☐M/C VISA ☐MONEY ORDER
☐CHECK ☐C.O.D.

Name _____
Address _____
City _____ State _____
Zip _____ Phone _____
VISA or MC # _____ Expires _____
Signature _____
Total Enclosed _____

1. Prepaid orders over $10.00 will be shipped FREIGHT FREE.
2. All C.O.D. orders must be over $20.00 sent Freight Collect.
3. All pre-paid orders under $10.00 must include $1.50 shipping.
4. Personal checks allow 20 days before shipping.
5. Be sure to include size, color, and bike make.
6. Include phone number so we can contact if necessary.
7. Illinois residents add 6% tax.
8. Foreign orders add 10%.

**TUF RACING PRODUCTS • 530 LARK STREET • GENEVA, ILLINOIS 60134 • GET GOING WITH TUF**

## THE CYCLE CONNECTION SAVES YOU $$$

JT • OAKLEY • O'NEAL • FOX • DG • UVEX • ANSWER • AXO • BELL • GAERNE • SINISALO • M. ROBERT • METZELER • DUNLOP • ROCKY • MALCOLM SMITH • ARAI • HRP • JONES • MARUSHIN AND IF YOU DON'T SEE IT, CALL US AND WE LL FIND IT.

### HELMETS

Bell Moto 3 ..... 99.95(c)
Bell Trailstar ..... 89.95(c)
Marushin MG MX .... 105.95(c)
w/graphics ..... 115.85(c)
Marushin MZGX ..... 79.95(c)
Fury MX ..... 79.95(c)
Shoei Supra X ..... 109.95(c)
Arai MX-80 ..... 125.95(c)
Bell Mini Moto ..... 89.95(c)

### CHEST PROTECTOR

JT V1000 ..... 49.95(b)
JT V2000 ..... 79.95(b)
JT Ventilator ..... 29.95(b)
Sinisalo Rock Blocker .. 39.95(b)
HRP Flak Jak Adult .... 64.95(b)
HRP Flak Jack Kids .... 59.95(b)
Fox Roost D-Flector ... 45.95(b)

### JERSEYS

O'Neal Ultralite ..... 14.95(a)
O'Neal Supra ..... 20.95(a)
Fox G.P. ..... 18.95(a)
Fox Vented 50/50 .... 15.95(a)
JT WFO(heavyweight) .... 27.95(a)
JT Vented 50/50 ..... 21.95(a)
JT 50/50 ..... 15.95(a)
Hallman ..... 14.95(a)
Team ..... 11.95(a)
Team Vented ..... 15.95(a)
MS Trim Fit ..... 16.95(a)
MS Pro Series ..... 13.95(a)
DG La Coste ..... 16.95(a)
DG Vented ..... 18.95(a)
Answer Cotton ..... 16.95(a)
Answer 50/50 Vented. 17.95(a)

### PANTS

O'Neal Ultralite ..... 80.95(b)
O'Neal Ultralite Plain ... 74.95(b)
O'Neal Ultralite Kids ... 74.95(b)
O'Neal Supra ..... 99.95(b)
Answer Regular ..... 89.95(b)
Answer Vented ..... 99.95(b)
Team Cycle AM ..... 59.95(b)
M. Robert ..... 62.95(b)
JT Flow Form ..... 119.95(b)
JT New Form Plain .... 89.95(b)
JT New Form Team ... 99.95(b)
JT Total Flow ..... 119.95(b)

### BOOTS

Gaerne ..... 129.95(c)
AXO ..... 139.95(c)
Ultralite Two ..... 125.95(c)
Sinisalo ..... 132.95(c)

THE CYCLE CONNECTION
717 SOUTH HARBOR BLVD.
FULLERTON, CALIFORNIA 92632
(714) 879-8611 - (714) 879-3033

CALL US FOR A COMPLETE LIST OF OUR ACCESSORIES

NAME _____
ADDRESS _____
CITY/ STATE/ ZIP _____
ENCLOSED : ☐CHECK ☐MONEY ORDER ☐C.O.D.
CHARGE : ☐MASTERCARD ☐VISA
CARD NUMBER # _____ EXP. DATE _____
SIGNATURE _____
C.O.D PLEASE ADD $3.00
CALIFORNIA RESIDENTS ADD 6½ % SALES TAX

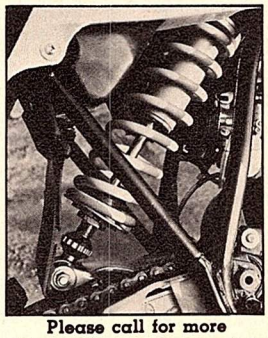
FIGURE YOUR SHIPPING BY CHECKING YOUR ZIP CODE WITH THE LETTER BY THE PRICE IN ( )

| ZIP CODE | FREIGHT CODE | a | b | c | d | e | f | g | h | i | j | k |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 00100 — 49999 | 2.32 | 3.47 | 4.63 | 5.78 | 6.94 | 8.09 | 9.25 | 10.79 | 12.71 | 14.64 | 16.56 |
| | 50000 — 84999 | 1.92 | 2.68 | 3.44 | 4.20 | 4.96 | 5.72 | 6.48 | 7.49 | 8.75 | 10.02 | 11.28 |
| | 85000 — 99499 | 1.63 | 2.09 | 2.55 | 3.01 | 3.47 | 3.94 | 4.40 | 5.01 | 5.78 | 6.55 | 7.32 |

SCOTTS

**PROFESSIONAL SUSPENSION TUNING TO FIT YOUR RIDING STYLE**

- Complete fork and shock valving and rebuilding for your riding style. All models, all years.
- We can greatly improve your suspension, increase travel, and update older models to contemporary standards.

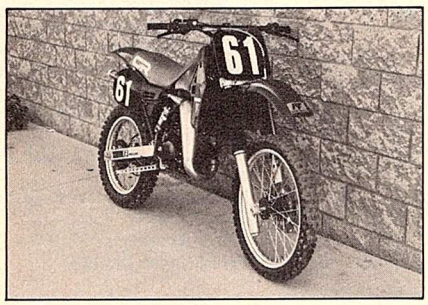


**Please call for more information on your model.**

**SCOTT'S SCOOTER SERVICE**
2627 Honolulu Ave., Montrose, CA 91020; 213-248-6747

**'84 ROOST POWER!**

**GIVE YOUR NEW '84 THE POWER THAT WILL SCARE THE LEATHERS RIGHT OFF THE COMPETITION!**

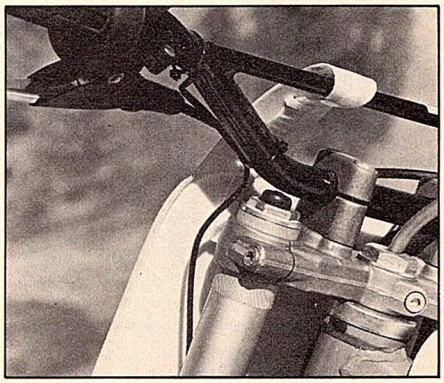


FREE CATALOG • SEND $1.00 FOR SHIPPING

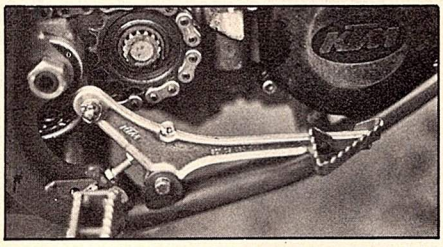
- RF Pipes ..... Stamped/$99.50 to 119.50 Coned/$129.50 to 139.50
- Rebuildable Alloy Silencers ..... 44.95 to 49.95
- Mikuni Carbs ..... Call for prices
- Boyesen Reeds ..... Call for prices
- Complete Engine Kits ..... Call for prices
- High-Performance Clutch Kits ..... Call for prices
- Roost Bottles ..... 39.95
- RF Porting "Fun Factory" ..... 150.00
- High-Volume Airbox ..... 84.95
- Motoplat Ignition Kits ..... 199.95
- Radiator Scoops ..... 19.95
- Works Side Panels ..... 24.95
- Works Brake Protectors ..... Drum/18.95 Disc/21.95

COMPLETE ATV PERFORMANCE LINE
JOIN UNCLE DONNY S 84 RACING SUPPORT TEAM
**ROOST FACTORY**
1430 W. 259th St
Harbor City, CA 90710
(213)530-8401
Dealer & Distributor Inquiries Invited


# KTM 125



***Take those little black caps off the top of the 40mm knurled forks and run the legs up as close to the handlebars as possible to help the bike turn.***



***The rear brake pedal is both functional and extremely light. Unusual positioning took a little getting used to but worked fine.***

KTM has good brakes. Not only is the front brake a double-leading shoe stopper, but the rear is also.

Working on the shock is eased by a removable rear subframe, much like Honda's, that allows the back of the bike to be set aside. To get the shock dialed, White Power has two simple dials. Rebound damping is controlled on the shock body. We ran ours on setting three, and compression is dialed in on the shock reservoir. The compression worked best at setting number six.

The KTM 125MX is a big bike. It stands tall, but because of its incredible light feeling, decent seat (not the old KTM concrete seat), and stubby gas tank, the KTM is very comfortable. Dry weight is right at 192 pounds.

**WHAT'S THE WORD?**

If you are tired of chasing around on your Oriental tiddler and want a breath of something different, the KTM is a qualified choice. It is the best Euro 125 we have seen in years, and while it doesn't handle with the quickness and control expected by American 125 pilots, it can be made to do the job. It looks good, runs strong and has enough modernism to it to offset the traditionalism. With a price tag that is in the ballpark and a motor that gives no ground, a talented rider could put the KTM into the winner's circle. ☐

# Hi-Q PRODUCTS, INC.

# Free Gifts! Free Hi-Q Sticker!

## FREE Pair of MX Grips with $30 Order!

### M/X CHEST PROTECTOR - TEAM COLORS $9.99

51 Yam 61 Hod
52 H 62 Hus
53 Suz 63 Bul
54 Kaw 64 C-A

**IMPACT No. 60 DRIVER $12.99**

### Unbreakable DOGLEG LEVER ASSEMBLY $10.99 pr.

High impact yellow plastic. Fits all handlebars, self-lubricating. **No. 46**

### M/X BOOT SOCKS

**$5.99 pr. 2 pr. $10.49**

Heavy socks that fold over boot. One size fits all.
**116 Gold**
**117 Red**
**118 Green**

### CROSSBAR PAD - Team Colors 8"- $2.49 12"- $2.99

SPECIFY SIZE

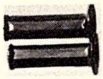
C1 Yam C2 H C3 Suz C4 Kaw
C5 Hod C6 Hus C7 Bul C8 C-A
C13 Plain Black

### Quick Release THROTTLE SET $5.99

Fits all bars. **No. 25**

### HEX GRIPS $2.99

Fits all bars
38 Clear
39 Yellow
40 Black



### RACING GOGGLES $7.99

**2 pair $13.99**
3 interchangeable lenses. **No. 59**

### GOGGLES/FACE GUARD COMBINATION $12.99

Adjustable. One size fits all. Wide elastic strap for comfort with security. **No. A1**

### TEAM CAP $4.99

Heavy twill. In brilliant colors. One size fits all
21 Yam 24 Kaw D8 Bul
22 H D6 Hod D9 C-A
23 Suz D7 Hus

### SUPER VISOR $4.99

Fits all helmets.
V1 Yam V2 H
V3 Suz V4 Kaw

### MULTIPLE WRENCH

Fits 3/8 to 3/16" $7.99 (9 to 20 mm) **No. 131**

### M/X TANK COVER Team Design or Plain

Fits snugly to any tank
26 Yam 27 H
28 Suz 29 Kaw **$9.99**
30 Plain Black

### Vented DUCKBILL

All helmets.
48 Black
49 Yellow
50 White
**$3.49**

### Guaranteed Unbreakable LEVER ASSEMBLY $9.99 pr.

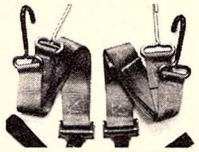
Brake and clutch levers mount to any handlebars without removing grips. **No. 35**

### RUGGED VINYL AND LEATHER M/X GLOVES

**No. 36 $9.99**
Adjustable. Tough black vinyl, heavily padded. **S-M-L-XL**

**No. 37 $9.99**
Long-wearing smooth brown cowhide. **S-M-L-XL**

**No. 132 $9.99**
Extruded rubber knuckle and thumb protection. **S-M-L-XL**



### TIEDOWNS $10.99

Set of 2 **No. 47**

### M/X TEAM SOCKS $3.99

2 pr. $6.49
4 pr. $10.99
31 Yam
32 H
33 Suz
34 Kaw
E6 Hod
E7 Hus
E8 Bul
E9 C-A

Heavy, long-wearing. Cycle name and trim in vivid team colors.

### TEAM TOOL BAG $5.99

Tough simulated leather. Inner loop for safe mounting.

65 Yam
66 H
67 Suz
68 Kaw
76 Hod
77 Hus
78 Bul
79 C-A
69 Plain

### Guaranteed Unbreakable RACING FENDER $5.99

4" wide. Red, White, Black, Silver, Yellow. **No. 98**

### TEAM JERSEY - LONG SLEEVES $9.99

**100% Ventilated Nylon in Brilliant Team Colors**

Made by our skilled craftsman. Cycle name on chest and sleeves.
**Sizes: Child 6-8, 10-12, 14-16 Adult S-M-L-XL**

L1 Yam L2 H L3 Suz L4 Kaw
L5 Hod L6 Hus L7 Bul L8 C-A

### PERSONALIZED TEAM JERSEY

**Tough Ventilated 100% Nylon With Long or Short Sleeves**

Your name or message across the back of Hi-Q made jersey. One or two lines, up to 10 letters per line. Numeral 0 to 99. **No COD's.** Long and short sleeves. Use special boxes in coupon.

**Sizes: Child 6-8, 10-12, 14-16 Adult S-M-L-XL**

### SHORT SLEEVE $11.99

S1P Yam S4P Kaw S7P Bul
S2P H S5P Hod S8P C-A
S3P Suz S6P Hus

### LONG SLEEVE $13.99

L1P Yam L4P Kaw L7P Bul
L2P H L5P Hod L8P C-A
L3P Suz L6P Hus

### TEAM JERSEY- SHORT SLEEVES

Our own great ventilated nylon short sleeve jersey with cycle design on chest. Team colors.

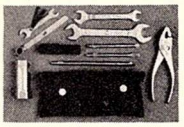
**Sizes: Child 6-8, 10-12, 14-16 Adult S-M-L-XL** **$7.99**

S1 Yam S2 H S3 Suz S4 Kaw
S5 Hod S6 Hus S7 Bul S8 C-A

# Order Toll Free 1-800-633-7564

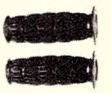
### 11-PIECE TOOL KIT $9.99

No. W1



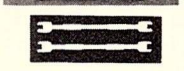
### KIDNEY BELT $9.99

Sizes S-M-L-XL
**No. 6**



### M/X GRIPS $2.99 pr.

**No. 55 M/X Grips One FREE pair with $30 order.**



### SPOKE WRENCH

Fits 8, 9, 10 and 11 mm. **No. 110 $3.99**

Copyright 1984 Hi-Q Products, Inc.

### M/X WALLET $6.99 No. Y1

U.S.-made of rugged canvas, beautifully decorated.

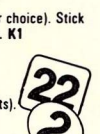
### COLOR STICKERS 10 for $2.99

10 assorted full-color stickers (our choice). Stick anywhere. WE PAY POSTAGE. **No. K1**

### M/X NUMBER PLATES

Choose white, yellow, black or red. Use order blank to state number you want (one or two digits).

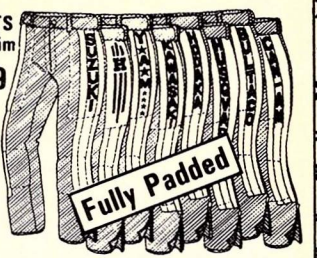
**Oval No. A5 $3.99**
**Rectangle No. A6 $4.49**




### M/X TEAM PANTS

**Heavy 14-oz. Denim Team Colors $19.99**

Cycle name in bold black letters down both sides of these top quality denims. Striping in team colors. We make these stylish, highly-protective pants with removable hip and knee pads. Knee pockets will accomodate cups. (No 75 pants have no cycle name)
**Waist Sizes: 24-26-28 30-32-34-36-38-40**




71 Yam 72 H 73 Suz 74 Kaw
85 Hod 86 Hus 87 Bul 88 C-A

**No. 75 Red, White & Blue, No Team Name $18.99**

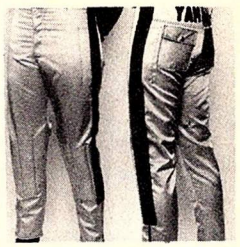
### PERSONALIZED 14 OZ. DENIM M/X PANTS $24.99

Our top-quality 14-oz. denims. Three colorful trim styles. PERSONALIZED FOR YOU with your name or other message. Up to 10 letters on each side. (Use special boxes in coupon) **No COD's.**

**Sizes: 24-26-28-30-32-34-36-38-40**
**No. 56P Gold and Black Trim**
**No. 57P Red and White Trim**
**No. 58P Green and White Trim**

### FACE GUARD $7.99

150 White 151 Black 152 Orange




### PERSONALIZED M/X NYLON TEAM PANTS $49.99 pr.

Heavy, fully-padded nylon pants. Hi-Q crafted with Scotchgard finish. Washable. Your team name down both pants leg, and up to ten letters of your choice across the back. (Use special lines in coupon) No COD's. Choose RACING BLUE with RED trim or GOLD with BLACK trim.
**Waist Sizes: 24-26-28-30-32-34-36-38-40**

101P Yam 105P Hod
102P H 106P Hus
103P Suz 107P Bul
104P Kaw 108P C-A

### Hi-Q NYLON M/X PANTS Personalized or with Team Name, or Plain

RACING BLUE with RED trim, or GOLD with BLACK trim. SPECIFY. Heavy nylon pants as described at left, available plain or with your choice of up to 10 letters across back.
**Waist Sizes: 24-26-28-30-32-34-36-38-40**

AVAILABLE THREE WAYS:

**PLAIN $31.99 pr. No. 100**
**PERSONALIZED -No COD's $39.99 No. 100P** Give lettering in coupon.
**M/X Team Pants $34.99 pr.**

101 Yam 104 Kaw 107 Bul
102 H 105 Hod 108 C-A
103 Suz 106 Hus

### NEW! Hi-Q KIDNEY BELT $10.99

Sharp, new protective M/X belt. Velcro closure.
**Sizes: S-M-L-XL No. Q4**

### TEAM TOBOGGAN $4.99

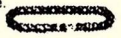
One size fits all.
B1 Yam B2 H
B3 Suz B4 Kaw

### MUD FLAP $4.99

With mounting hardware.
**F5 Mud Flap**

### CHAIN BRACELET $3.99

Heavy chrome.
**Boy's No. 70**
**Adult No. 80**



**FREE GIFTS!**

# Order Toll-Free 1-800-633-7564 or Mail Coupon

Lettering here for DENIM or NYLON PANTS

**Hi-Q PRODUCTS, INC.**
**P. O. Box 455 - A3**
**Abbeville, Alabama 36310**
**Toll-Free 1-800-633-7564**

★ Cash, money order and credit card orders shipped same day received. Checks take 2 weeks to clear our bank. Allow extra week for personalized items.
★ Pay only $2.00 for shipping on any size order.
★ All Hi-Q merchandise is fully guaranteed against defects in materials and workmanship.

| QUAN | NO. | DESCRIPTION | SIZE | PRICE |
|---|---|---|---|---|
| | | | | |
| | | | | |
| | | | | |
| | | | | |

Add $2.00 Shipping
COD Orders, add $3.00 Shipping
**FREE Catalog & Sticker** TOTAL

Print Lettering Here for PERSONALIZED JERSEY

10 letters maximum each line | Numeral

**In a RUSH? Ask about our Special 48-Hour Delivery.**

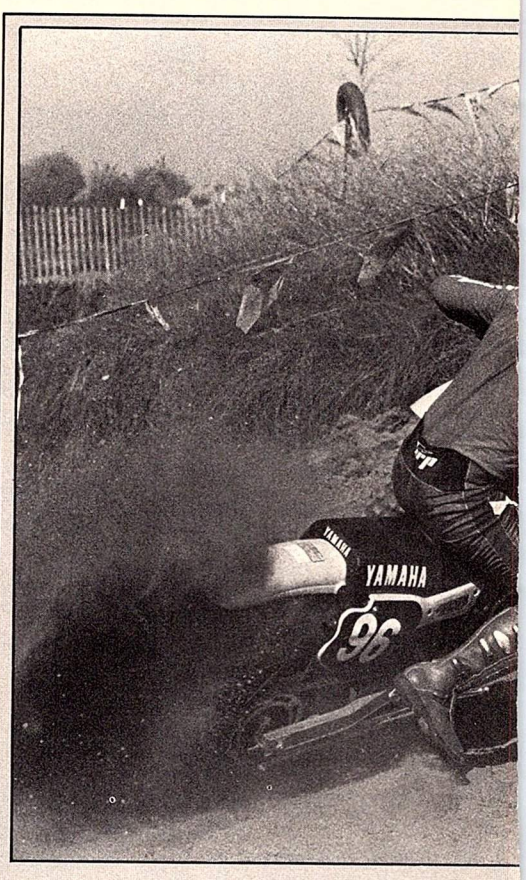
Name _____

Address _____

City _____ State _____ Zip _____

☐ Cash Enclosed ☐ Check Exp Date
☐ Ship COD, I enclose $3 deposit
☐ M.O. ☐ VISA ☐ MasterCharge
Card No. _____

# INSIDE THE RIDING TRICKS THAT MADE AMERICA THE BEST

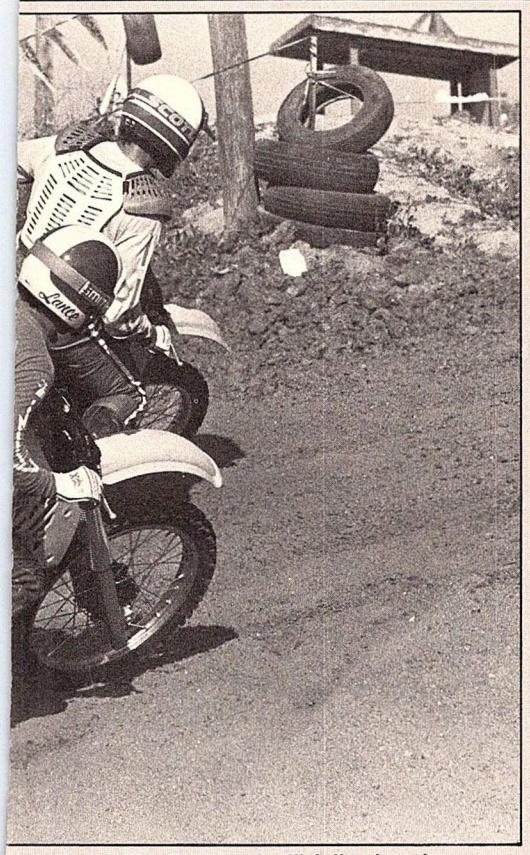



***◄As the Suzuki rider uses the traditional line around the turn, the YZ rider is still standing, leaning in, and has the rear wheel locked up.***

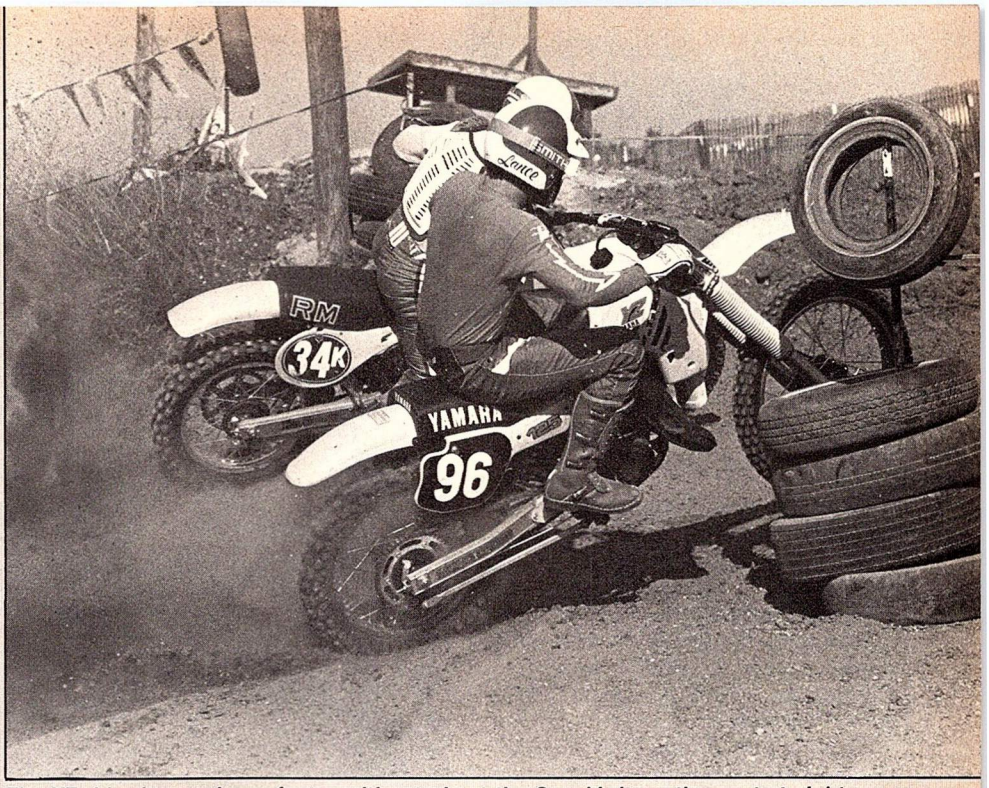
## Learn the latest techniques & how they came about

**By Jody Weisel**

☐ Suddenly the Americans are the hottest things in motocross. After ten years of following in the footsteps of the iron men of Europe, the American riders have broken away. Thanks to the 6000-mile gap known as the Atlantic Ocean separating us from *them*, the American riders have developed *their* own style of racing. It isn't surprising to find that European racing techniques have been bound by tradition, history, and peer pressure to the extent that things that could be done with a motorcycle, especially the new generation of bikes, aren't being done on the Continent. Malherbe, Vromans, Carlqvist and Noyce continue to ride the way Aberg, Robert, Friedrich, Banks and DeCoster rode—smooth, graceful, analytical and sweeping.



▲ *The Suzuki is still following the conventional line, while the YZ rider has slid the back of his bike around until it is pointed up the next straight. At this point, the YZ rider clutches it.*




*The YZ rider is now in perfect position to beat the Suzuki down the next straight. The YZ has brake slid into the turn and clutched out. He has the inside and the drive.*

**THE NEW AMERICAN WAY**

A quick glance at the American riders will reveal that they aren't smooth, graceful, analytical and sweeping in the way that the Euros are. Stadium motocross, intense competition, and a do-or-die attitude has turned the American motocrosser into a new generation of rider.

When the Euros see the Americans ride at the Motocross and Trophee des Nations, they are shocked by the U.S. approach to cornering and the blitzkrieg acceleration tactic known as *bursting*. Radical attack angles at tight turns and bursting down the straights aren't the traditional Grand Prix methods of racing, but they are the bread-and-butter tactics in America, from the Rose Bowl to NMA minicycle ranks.

**INSIDE THE AMERICAN RIDING TRICKS**

Two major developments have highlighted the American rise to eminence in motocross: brake sliding and bursting. These two sport-shattering techniques are strictly American inventions, and the claim to fame lies with two riders: Howerton and Hannah. Kent Howerton began the concept of *bursting* in 1975. Howerton, then riding for Husqvarna, single-handedly discovered the clutch and how to clutch it. Don't be misled into believing that prior to 1975 any rider used the clutch for much more than starting or shifting an occasional gear. They didn't, and if they say they used to *clutch it* back in the early '70s, they are lying. Howerton discovered that if he came into a turn a gear high, refused to downshift when everyone else was forced to, and slipped (almost fried) the clutch out of the turn, he could burst onto the next straight. Howerton is the father of clutching it. He showed the way for using the clutch as a weapon of racing instead of just another lever on the bike.

**BRAKE IT LOOSE**

Bob Hannah came along a few years later with his wild broncing buck riding style and began to popularize the *brake slide*. Hannah had learned how to clutch it, because by then, 1978, the Howerton technique was beginning to achieve popularity, but no one in the late '70s ever brake slid. A brake slide is just what it sounds like—lock up the rear brakes and slide the rear wheel. Hannah came in hard and locked up his wheels. Prior to the Howerton clutch invention, the brake slide was impossible, because if you locked up the wheels, you killed the motor.

**THESIS AND ANTITHESIS EQUALS SYNTHESIS**

As motocross progressed into the '80s and new, young and aggressive racers began to take the place of the old established hands, the clutch-it approach and brake-slide technique began to receive more and more use. Gradually, and none of these new techniques caught on overnight, riders began to see new possibilities in motocross. By 1981 most of the top-flight American Pros had taken clutching it and brake sliding and put the two together. When these two odd systems were combined, the outcome was radical. You can't have one without the other, but together they were incredible!

**THE OLD STYLE**

The old style of turning, brought to America by Tibblin and Hallman in the '60s, was to set up a good outside approach to a corner, stand up coming in, and aim for the apex. As the bike and rider arched into the turn, the rider sat down, picked a smooth exit line and tried to *maintain* as much speed as possible. Basically, the old style can be culled down to coming in high, cranking off a smooth turn at the apex, and drifting out of the bend with as much speed as possible. For men who can do it well, it is beautiful, awe-inspiring and very fast.

**BUT IT WON'T WORK**

In America, with lots of stadium-style tracks, tricky tight turns, and hard ground, the old style won't work. If you set up high in a stadium, four guys forced under you before you could peel off. Thus was born a reason, a meaning in life, for the brake slide and burst technique.

# TRICKS

## HOW TO BRAKE SLIDE AND BURST

First, instead of approaching the turn with the traditional high line, a brake slide/burst attack requires a direct, down-the-inside, and spot-on angle. A brake slide corner is set up very tightly to the inside of the turn. As the rider approaches the corner, he drives straight at the inside point of the turn. When the front wheel hits the inside line, the rider sits down, leans slightly into the turn, pulls the clutch in and locks up the rear brakes. With the brakes locked up, the rear end of the bike swings forward like a pendulum.

The key to brake sliding is to learn to control the slide. As the rear end comes around, the rider countersteers with the front wheel and pulls the trigger on the clutch.

Perfect brake sliding and bursting requires the rider to slide to the rear end around the inside line (very tight) and, while the rear end is still sliding outward, snap the clutch at the proper moment to make the bike accelerate down the next straight. Turns of almost 180 degrees are possible with locked-up brakes.

Timing, nerves, position, balance and hand/eye coordination are essential. Brake sliding requires practice, and, if it weren't for stadium racing, the Americans would never have had a chance to experiment and try out the radical new tactics.

***Viewed from behind, the advantage of the brake slide can be seen, as the YZ rider has a wider selection on lines available to him. The danger of spinning out is great but controlled with practice.***

***From the reverse angle, the YZ rider's clutch hand can be seen slipping the clutch. Note that the lever is not pulled all the way to the bars, but just enough to disengage the plates.***

## WHAT IT'S LIKE

The old traditional style of cornering is faster in a lot of situations, but brake sliding allows a rider to be somewhere else on the track when the good line is blocked. Since brake sliding virtually brings the machine to a stop, any hesitation in dropping the clutch will make brake sliding slower than molasses. To brake slide, you need a relatively hard, slippery surface to let the rear wheel slide easily. Sand tracks and mud aren't conducive to brake sliding. A good brake slide and burst will have the rider positioned off the beaten path, which means that the lines will be smoother and better suited for traction. Riders who like their rear brakes set up very loose will have to tighten the pedal play so the brakes can be locked easier. Touch is everything. The ability to lock the brakes and pop the clutch at the perfectly synchronized moment can be learned with practice, practice, practice. If you don't have the brake slide and burst technique in your repertoire, you are missing out on the riding trick that made America the best. □

# FLAK JAK 2™

## The Best Pads Get Better!

"When I ride I don't like to feel like I'm all strapped into a body cast. You've got to be able to move freely, be comfortable and keep cool. That's why we designed Flak Jak 2. When you ride in Flak Jak 2 you really feel like you aren't wearing anything. But of course you are, you're wearing the best pad system available!

"Look at my arm in this photo on the right. We've totally re-designed the chest plate and shoulder caps allowing complete unrestricted movement. And no pinching either.

Our new back plate is fully padded without sacrificing ventilation.

"HRP's suspension netting keeps the shoulder cap off your shoulder. This unique suspension system is now backed up with new dense foam padding.

"Flak Jak 2 fits riders that found themselves between the mini and adult sizes of our original Flak Jak. It's also adjustable in the shoulders.

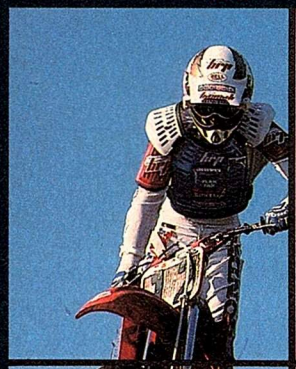
"If you haven't been riding in a chest protector because they're too cumbersome, hot and restrictive, you owe it to yourself to see your dealer and check out Flak Jak 2."

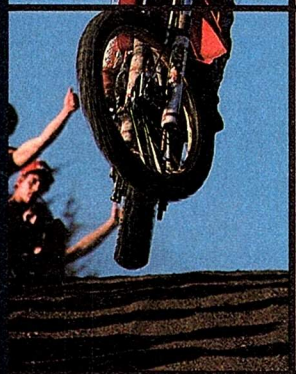
Bob Hannah

hrp®

**Hannah Racing Products,** Box 2190, Sun Valley, Id. 83353 208-726-4343

# HRP ...WINNERS!





## HI BACK PANTS

"Our riding pants are designed for comfort and put together to last. The Hi Back's built-in back support is great 'cause it gives you support in the back but doesn't wad up in your gut.

"The heavy duty colorfast nylon is double stitched. Factory logos and patches are sewn on to look good a long time. We throw in the removable plastic knee/shin guards and hip pads.

"Get your Hi-Backs in popular, factory or HRP team colors. Hondas come regular with blue back, white front and vented with red back, white front."

**Non-vented, $125.**
**Vented, $129.**
**Even Sizes, 24-36.**

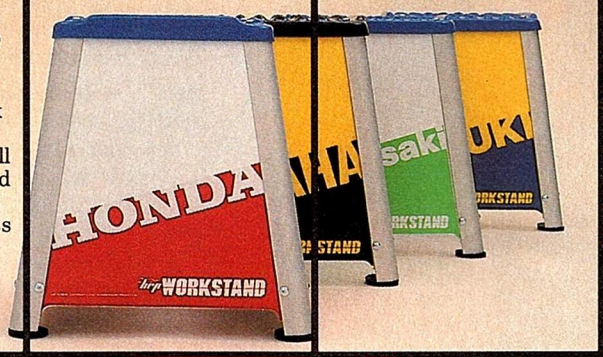
**Brand New!**
## Regular Bolt Pants

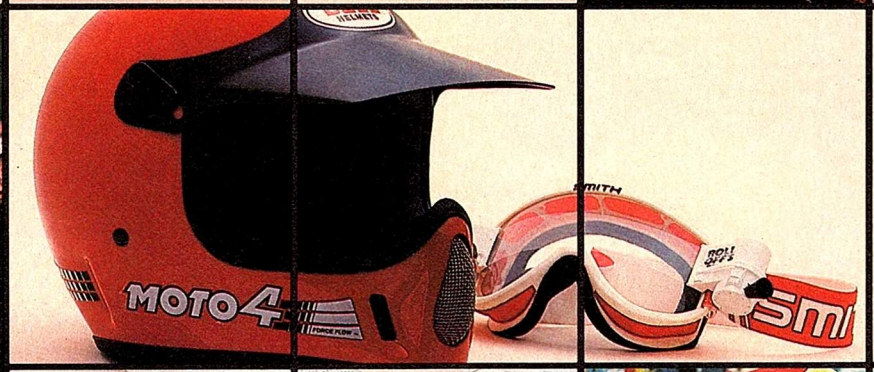
"If you want the same great pant without the high back, we've got 'em!"

Same team colors and sizes.
**Non-vented, $109.**
**Vented, $113.**

## WORKSTAND™ Motorcycle Support

"The Workstand does a great job of keeping your wheels off the deck while tunin' things up. Won't tilt or tip over. Full seventeen inches tall. And it's tough with 6061 T-6 extruded aluminum struts and .140 polyethelene. Comes in all factory team colors, including Euro'." $55.






## SMITH Goggles/ ROLL OFF'S

"We stock Roll Off's for Smith and Scott goggles. $29.95. Smith goggles are also in stock, which I like because they fit better and have increased vent area." $21.95.

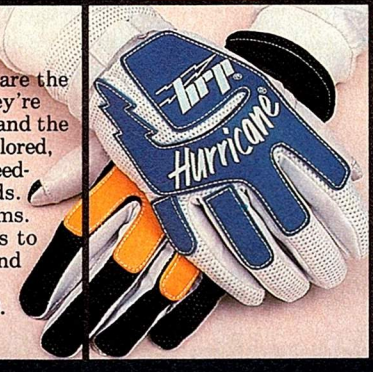
## BELL MOTO 4

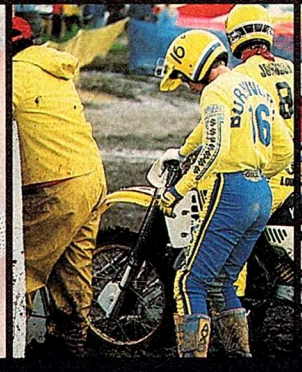
"Bell's Moto 4 is great 'cause it's ventilated and lighter. We have 'em in white, red and yellow." $185.

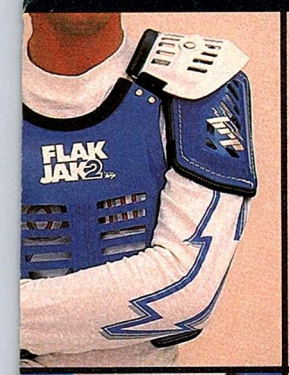
## HURRICANE GLOVES

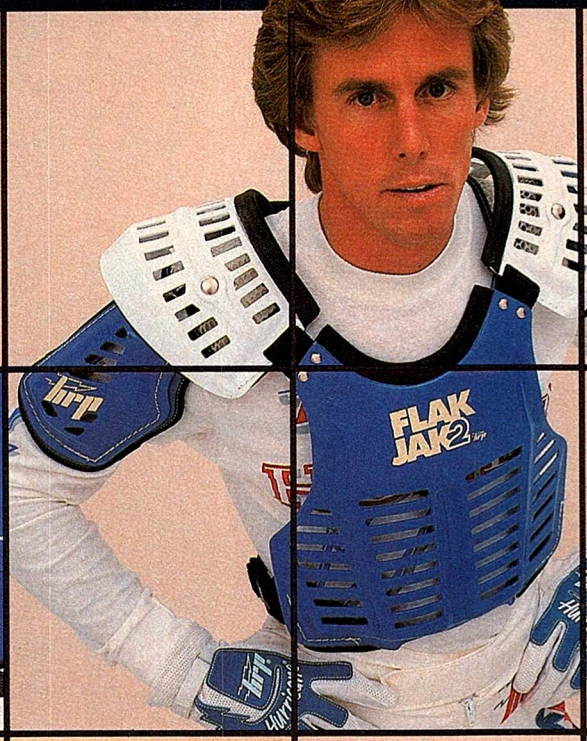
"I feel our gloves are the best available. They're sewn curved to fit and the leather is natural colored, so there's no dye bleeding on your hands. Lightly padded palms. The nylon breathes to keep hands cool and they have velcro wrist straps." $29.

Sizes: 7,8,9,10,11



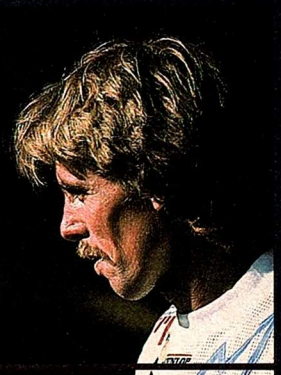


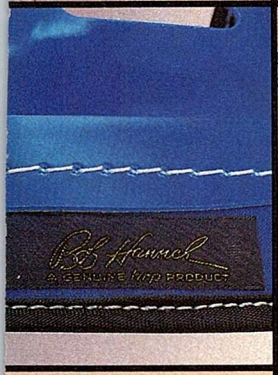




# FLAK JAK2™

## THE BEST PADS GET BETTER

"Our new Flak Jak 2 has been designed allowing complete unrestricted movement. Check photo to far left. No binding or pinching with Flak Jak 2.



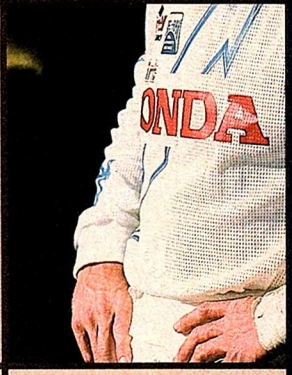



"We've added foam padding to the back plate and shoulder caps without sacrificing ventilation.

"You really ought to see your local dealer and check out Flak Jak 2."

**Adult Size, $89.**

Any combination of yellow, blue white, red and black. Design your own!

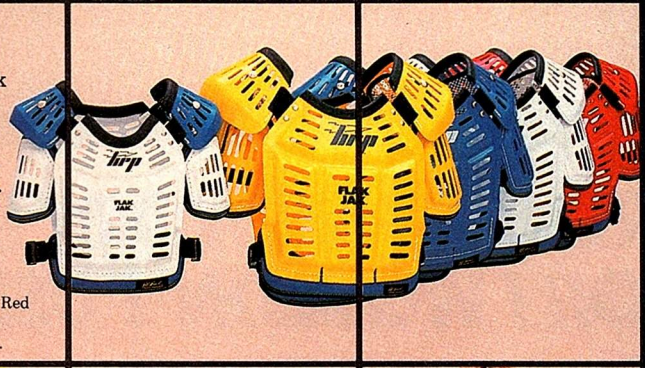


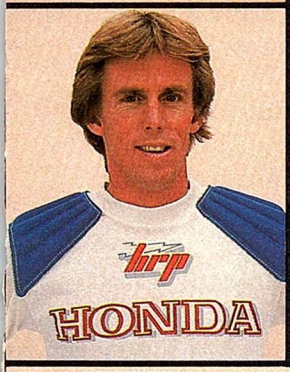
## ORIGINAL FLAK JAK™

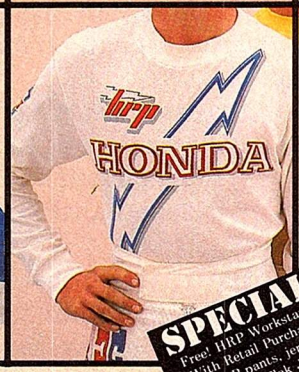
"The HRP Flak Jak set the standard for chest and shoulder pad design in 1981. It's suspension system offers better air flow and impact resistance. Plus it's in a good price range."

**$75 Adult size:**
Solid Yellow, Blue, White, Red

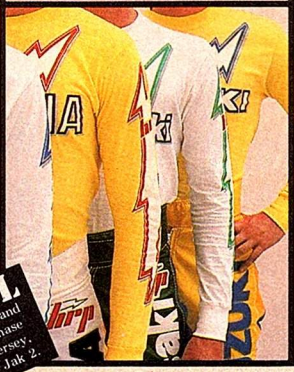
**$70 Mini size:**
Any combination of above.




**SPECIAL**
Free! HRP Workstand With Retail Purchase of HRP pants, jersey, gloves and Flak Jak 2.




## HRP JERSEYS

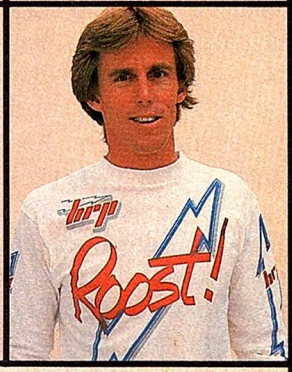
"My favorite is 100% cotton for comfort and to keep cool. The vented also works in extreme heat."

**Cotton $20. Vented $26.**

**New Flak Jersey**

"Check out the new padded jersey at left. Great looks and it gives you extra padding. Designed to go with Flak Jaks." **$35.**

**"Roost" Jersey $20.**




hrp®

**ORDER TODAY!** See your dealer or call HRP (208) 726-4343. No collect calls please. Phone orders use credit card or COD. Ordering with coupon you may include money order or cashiers check for order total. Personal checks require 45 days for delivery. Orders under $20 include $1.50 to cover shipping. Others shipped freight collect. Foreign orders must be prepaid in U.S. Dollars including 15% for freight. Prices subject to change without notice. Orders for Flak Jaks should include color combination description.

Name _____

Address _____

City _____ State _____ Zip _____

COD ☐ VISA ☐ MC ☐ CASH ☐ Credit Card No. _____

Card Exp. Date _____ Name on Card _____

| Item | Model | Size | Color | Amount |
|---|---|---|---|---|
| | | | | |
| | | | | |
| | | | | |

Idaho residents add 3% sales tax _____

**Hannah Racing Products, Box 2109 Sun Valley, Id. 83353 208-726-4343** Total cost _____

HRP T-Shirt, $9.95 HRP Hat, $7.50 HANNAH Sticker Pak, $7.00

# "ROLL OFF'S WORK IN ALL CONDITIONS OR I WOULDN'T USE 'EM!" Bob Hannah.

"Clear vision makes a big difference when you're trying to pass to win in the mud or dust on the last lap," says Bob. He knows no matter how wet, muddy or dusty track conditions are, he can just pull the Roll Off's™ button and have clear vision.

Roll Off's enable you to have this advantage continuously while racing or trail riding. Old style layered tear-offs only give you two to four fresh views. They also cloud and distort vision. With Roll Off's riders look through only one layer of super thin film.

It is a film advance system mounted on the goggle lens that works much like camera film. The thin film stretches between the two canisters and is wound up on the take-up side. As your goggle becomes too dirty to see clearly, simply pull the Roll Off's button, advancing the film to a clear section restoring clear vision. Each roll of replacement film is good for 25 to 30 clear views.

Now you can have the competitive advantage of *clear vision for an entire event,* no matter how bad the conditions.

See your accessory dealer today for a set of Roll Off's and replacement film. They come pre-mounted on Smith or Scott clear Lexan® lenses.

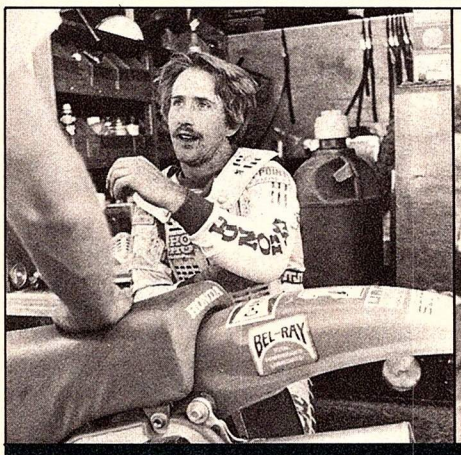
Also, check out the complete line of high performance Smith SMX and Turbo Fan goggles. Your dealer can supply you with Smith goggles, lenses and goggle accessories for any off road riding need.

*Write for our free detailed brochure.*

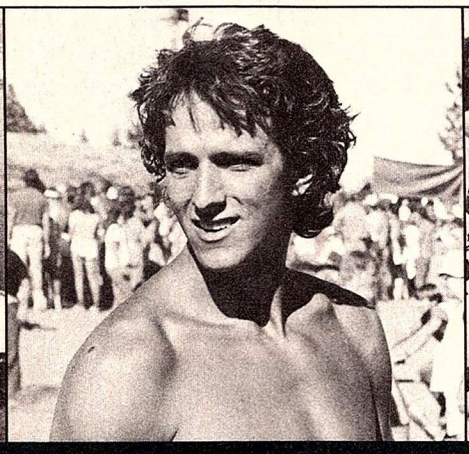
# SMITH

Smith Goggle P.O. Box 2999, Ketchum, Idaho 83340

# MAGOO'S SOLUTION



**Danny "Magoo" Chandler**
Lateral meniscus cartilage.



**Darrell Shultz**
Anterior cruciate ligament.

**Kent Howerton**
Medial collateral ligament.

# END KNEE PROBLEMS FOREVER

## Helping solve the puzzle of the weak link

☐ Mike Bell has announced his official retirement from professional motocross. Did Mike quit because he was too old, not fast enough, underpaid or bored with the traveling? No, Mike Bell's career came to an end because of knee problems—knee problems that might never have plagued the young Californian if current technology had been available a few short years ago.

Motocross is a rough and tough sport, but the debilitating effects of busting berms can be reduced, even negated, with the proper application of preventive medicine. It is possible that knee problems can become a thing of the past, and, for the smart professional motocrosser, something with which he will never have to concern himself.

**WHAT IS THIS MODERN MIRACLE?**

The miracle that could end knee problems in motocross forever, or at least reduce the effects far below current levels, is the C.Ti. brace. Oh, sure, we have all seen those cumbersome knee braces that some riders try to wear, but the C.Ti. brace is nothing like those old-style barn doors. The C.Ti. brace is manufactured using state-of-the-art aerospace materials. The framework is composed of carbon fiber, and titanium is used in the polycentric hinges. Both materials are renowned for their high strength and low weight. The C.Ti. brace weighs only 14 ounces.

**A WORD FROM TEAM HONDA'S TRAINER**

Jeff Spencer is the man assigned to the duty of keeping Hannah, Bailey, O'Mara, Magoo and Lechien in working order. His work in 1983 on Bob Hannah's wrist and David Bailey's ankle kept those riders performing when other riders would have been sitting on the sidelines. Spencer is America's most respected motocross trainer.

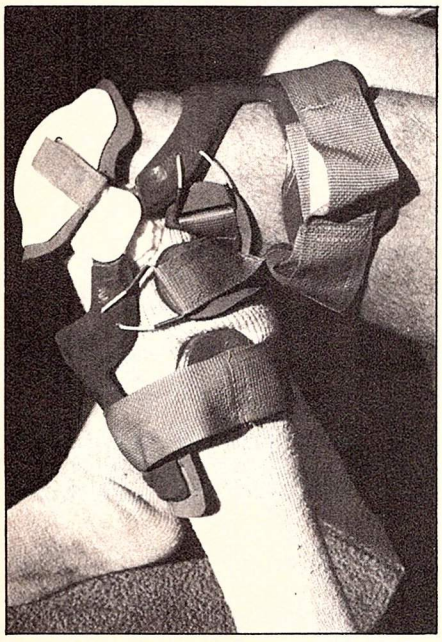
"The knee is the most vulnerable joint to injury in the body, especially when it comes to motocross," says Jeff Spencer. "There are three major parts of the knee that are quite often injured together: the medial meniscus cartilage, the medial collateral ligament and the anterior cruciate ligament. This injury is caused by a rotating movement where the knee is torn out and away from the body, which causes the knee to collapse. This is the most common injury. Bell has this injury, Magoo has it (a couple of times), Howerton has it, and Darrell Shultz is the most outstanding example of it.

"In the past there have been several braces available, but these braces do not provide protection and movement through the full range of anatomical movement. The C.Ti. brace, because it articulates in three positions, allows for almost a full range of motion. Another advantage of the C.Ti. is that it does not significantly reduce the speed of movement, which most braces do."

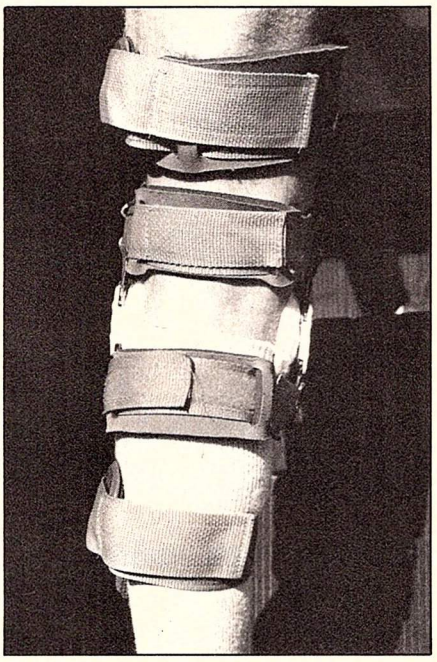
**WILL THEY WORK?**

First, a rider must remove the thought that a knee brace is an awkward, painful and distracting apparatus to wear. In *MXA*'s tests the riders who tried on the C.Ti. had no complaints about wearing it while riding. It is noticeable to the wearer when walking up to the hot dog stand, but not to the extent that it is uncomfortable. In addition, the C.Ti. brace is small, light, slim and compact. It did not require any modifications to the rider's leathers, except the removal of the stock shin guard, which is made unnecessary because the C.Ti. offers more shin and knee protection than the plastic inserts.

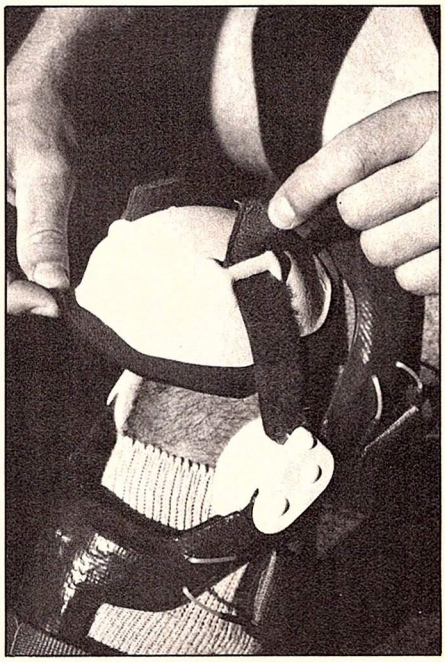
# MAGOO'S SOLUTION



*While it may look cumbersome, the C.Ti. is light, easy to put on, and super strong. Construction is of carbon fiber and titanium.*



*Four Velcro straps secure the brace to the leg. Rubber pads cushion the skin from overtightening.*



*A knee cup comes with the motocross knee brace and is adjustable via Velcro straps.*

**CAN IT END KNEE PROBLEMS FOREVER?**

Jeff Spencer believes that the most exciting thing about the new motocross brace is that "if Darrell, Kent, Mike and Danny had worn these knee braces to begin with, especially before they were injured, there is a good possibility that they wouldn't have been injured. And they could extend not only the length of their careers, but also their success. It is extremely important that riders begin to think about injury prevention."

In essence, most sports-medicine doctors, trainers and therapists are recommending that riders wear braces even if they have good knees. Spencer agrees, "For the riders that are vulnerable to injury, especially tall riders or ones with current injuries, I would recommend getting a pair of braces. The cost of the braces is insignificant in relationship to the ability to perform uninjured. It is like any other piece of protective equipment. If you start using it, it becomes an inseparable part of your race preparation. It is no different from a helmet."

**WHAT DOES IT COST?**

A complete C.Ti. brace setup for motocross will cost $415, which might seem prohibitively high for the general public, but for a serious racer it is only the cost of a trick shock or full-race hop-up on an engine.

"Motorcycle racing," says Team Honda trainer Jeff Spencer, "is only one portion of a person's life, and he should consider future involvement in recreational sports during the rest of his life. The knee is not a very strong joint. Orthopedists agree that it is the most vulnerable joint in the body, and it is the principal reason most athletes retire from competition prematurely. If a person, early in his career, begins to use the proper injury prevention measures, he will not have problems with injuries later on. And if he does, the braces will limit the severity."

**IS THE COST WORTH IT?**

Yes! A rider with a bad knee or a tendency toward joint injuries might find it hard to spend $415 on a knee brace, but a typical knee operation costs approximately $8000.

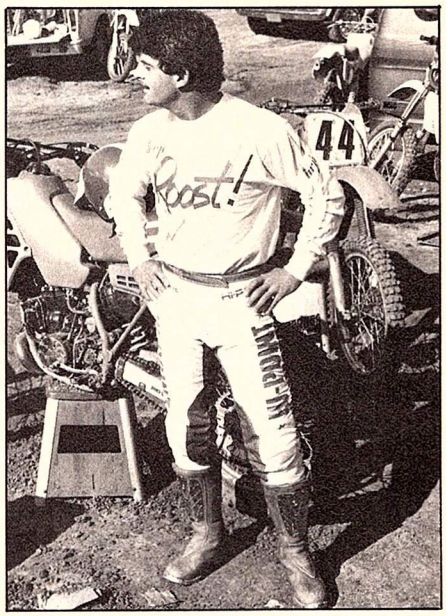
**TRICK KNEE BRACE TRICKS**

Wearing a knee brace is no different from wearing goggles, a face mask or a helmet. It is a piece of protective equipment. The C.Ti. can be strapped on in two minutes or less. When used properly, it can greatly reduce the impacts of hyperextension, sudden blows to the joint, and overrotation.

The braces are available in three separate extension stops: ten degrees, 20 degrees and 30 degrees. In addition, the C.Ti. can be attached to the boot to dramatically decrease the possibility of a rotational injury to the knee, tibia, fibula and ankle.

**A RECOMMENDATION**

Being injured takes the fun out of motocross. And being injured unnecessarily is just plain dumb. The C.Ti. brace is currently the best preventive measure available for knee injuries. Injuries are easier to prevent than to heal. Whether the C.Ti. brace is right for you or not is up to your body, family doctor and the good people at C.Ti., but if someone had told Mike Bell eight years ago that there was a way he could avoid five knee operations, years of rehabilitation and a career shortened by many years, he would have jumped at the chance. You have the chance today.




*When the C.Ti. brace is on, it is impossible to notice. The brace fits neatly and comfortably.*

**FOR MORE INFO...**

To find out more about the C.Ti. brace, contact Innovations Sports, 15801 Rockfield, Suite E, Irvine, CA 92714; (714)859-4407. Tell them *MXA* sent you because they are racers themselves. □

Nava '84

# NAVA Goes Off-Road!

## Introducing the New MX Helmet and New Pro-Flex™ Boots

Off-Road enthusiasts can now enjoy the quality of NAVA.

The new MX helmet is made from ultra-light-weight polycarbonate and features excellent ventilation, extra-wide eyeport, and a broad, sleekly-styled visor. The wide jawpiece provides excellent nose and mouth protection, and the plush interior is very comfortable even when worn all day. And the NAVA MX costs much less than comparable helmets.

PRO-FLEX. Simply the ultimate Off-Road boot—PROtection and FLEXibility. This is the first and only plastic boot that has a hard upper section for protection from flying rocks, and a completely flexible "omnidirectional" ankle joint for excellent comfort and freedom of movement. The lower section was specially designed for optimum control "feel" on brake and shift levers too! Pro-Flex boots are water proof, easy to put on and take off, and completely rebuildable in minutes with just a screwdriver. Best of all, they cost the same as ordinary boots.

On the highway—or Off-Road, NAVA is #1 in the world—in style, quality and value—by design.

Mail Orders: PRO-FLEX™ Boots $149.95 plus $10.00 shipping. Sizes 6½ to 11½, Red, Yellow or Black Buckles. MX Helmet $89.95. Sizes XS to XL, Red, White, Black, Yellow, Blue. Send to NAVA USA, A division of Crown Trading Co., 5729 Ward Ave., Virginia Beach, VA 23455.

NAVA

*1 in the world by design

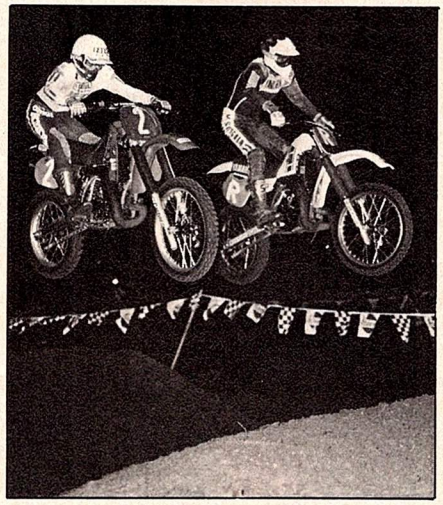
*Trevor Williams (01) and Steve Gall (1) represent Kawasaki and Yamaha in Australia. Gall is blasting past Williams over a Melbourne jump.*

# MELBOURNE, AUSTRALIA

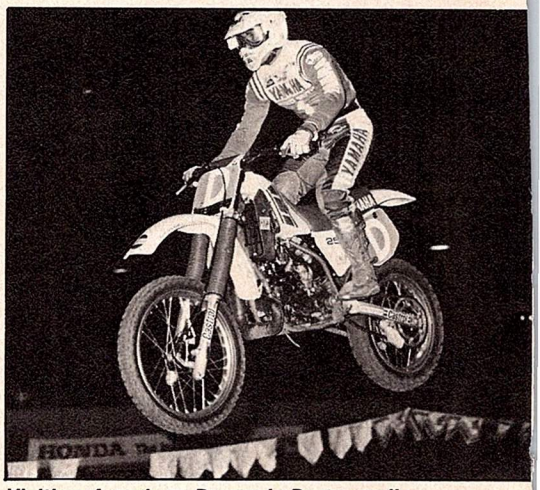
# RIPPA SUPERCROSS MASTERS

## Imported talent goes down under

*Former USGP winner Marty Moates lives in Australia year round. Moates led for four laps before dropping back to fourth overall.*



*Local versus import as Vaughn Style (2) tries to slice past Englishman Roger Harvey over a tricky set of doubles.*



*Visiting American Danny LaPorte easily roosted away to victory in Australia, but teammate Hakan Carlqvist didn't have such a good time in Oz.*

**By Barry Edmunds**

☐ Australia is a physical country, much like the young, fledgling America of the '60s. Aussies have a way of grabbing hold of a sport and making it their own. Isolated from the rest of the English-speaking world and forced to hang upside down on the southern half of the globe, the Land of Oz has produced superb athletes in tennis, surfing, swimming and sailing, but not in motocross. In the past few years the Australian attitude about motocross has become more serious. Visiting Americans and Euros used to go to Sydney or Melbourne on holiday to blow the Australian racers away and take home a few quid for their trouble. But imported talent doesn't have such an easy go anymore. Young Australians are beginning to get the knack. Urged on by Australia's greatest racer, Stephen Gall, who has instilled a professional attitude back home, the Auzzies are putting up a fight.

### JUST ASK MARTY AND JIMMY

Marty Moates and Jimmy Ellis have moved to Australia, and while they were on the down side of their American racing careers, it was assumed, both in America and Australia, that the two former U.S. stars would dominate. Not so. Marty and Jimmy are threats, but not the Bob Hannahs of New South Wales.

For the 20-lap Rippa Supercross Masters held at the Melbourne Show-

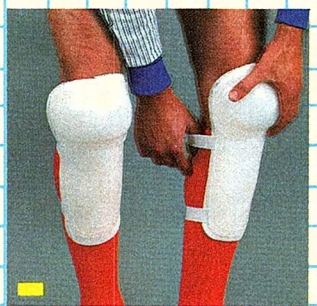
# YOKO COMES TO THE U.S.A. WITH HAKAN CARLQVIST!!!

## THE CURRENT 500 C.C. WORLD CHAMPION

**All YOKO Products are distributed in the U.S.A. exclusively by Torsten Hallman Racing U.S.A.**

**TEAM PANTS & YOKO PANTS:** Straight from Finland, featuring satin that looks great and will long outlast nylon, these pants feature a soft suede on the inside legs where it counts. This fabric won't fade or discolor. Features also include elastic cuffs to improve fit and knee/shin guards that strap onto your legs to keep the protection where you need it. Knee/shin guards come with all YOKO pants (except Universal Pants). Not shown, Yamaha Team Pants.
Available in sizes: 28, 30, 32, 34, 36. Only $99.95.

**UNIVERSAL PANTS:** These nylon pants are strong and durable. They can be used as rain pants, practice pants and more. These pants give you protection and style at the right price! Knee/shin guards not included.
Available in sizes: 22, 24, 26, 28, 30, 32, 34, 36 Only $59.95



**KNEE/SHIN GUARDS:** That strap onto your legs to keep the protection where you need it! Knee/shin guards come with all YOKO pants (except Universal Pants). Only $10.95 per pair

**YOKO GP:** Another first from YOKO Finland! Designed for Hakan Carlqvist for the 84 season. These foam backed gloves are designed for maximum protection while allowing easy movement of hands and fingers. YOKO-GP's are designed for the serious rider who wants and needs maximum protection. Not shown Red/White and Blue/White. Only $34.95

**CARLQVIST:** These gloves are currently used by Hakan Carlquist and offer protection where it's needed around knuckles and fingers. These gloves also feature spandex between the fingers and come with velcro closures to insure a perfect fit. Only $24.95

**YOKO ORIGINALS:** This YOKO design is the most copied glove in the world and with good reason. These gloves feature layers of laminated foam that cover the entire back of the hands and fingers; also geniune leather palms that are lightly padded, so they won't bunch up and blister you. Vented elastic sides keep the glove snug and your hands cool and the elastic knit cuffs make this glove a winner. Only $19.95

**All gloves available in sizes: 7, 8, 9, 10, 11.**

**CHEST PROTECTORS:** This protector is used exclusively by Hakan Carlqvist and has been designed by a sports medicine doctor to maximize protection and comfort!

**ENDURO JACKETS:** These jackets are used by the world champion Swedish Trophy Team and are designed with the serious Enduro rider in mind. Features include heavy duty waterproof nylon material and snap-on plastic shoulder cups for maximum protection and comfort. Only $89.95
Available in sizes: SML, MED, LG, XL

**MOUTHGUARDS:** Designed in Finland for maximum protection of mouth and nose. These mouthguards quickly snap onto most helmets. (Red mouthguard not shown). Only $7.95

YOKO® Finland

**To Order Call Collect**
**1 (800) 854-2812**

**in California Call**
**1 (619) 442-0431**

**All YOKO Products are distributed in the U.S.A. exclusively by**
**Torsten Hallman Racing U.S.A.**
**315 West Bradley**
**El Cajon, CA 92020**

HALLMAN USA

**6 GOOD REASONS:**

1. Smoother Shifting
2. Anti-Foaming
3. Less Clutch Drag
4. Viscosity Stable
5. Snip & Pour Spout
6. Reasonable Price

Factory Recommended Oil of KTM America

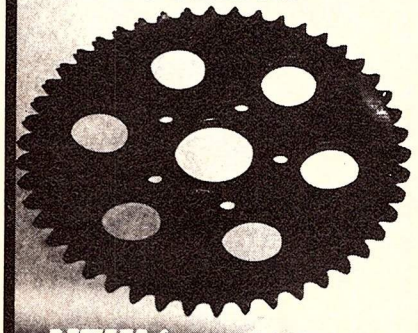
DURALUBE

**LUBRICATION DYNAMICS**
Makers of DURALUBE
270 N. VINEDO
PASADENA, CA 91107
**(213) or (818) 795-7628**

**INTRODUCTORY SPECIAL**
**BUY 2 GET 1 FREE!**
LIMIT ONE PER CUSTOMER

SEND **$7.00** CHECK OR MONEY ORDER ALONG WITH THIS AD, NAME AND YOUR MAIL ADDRESS TO ABOVE.

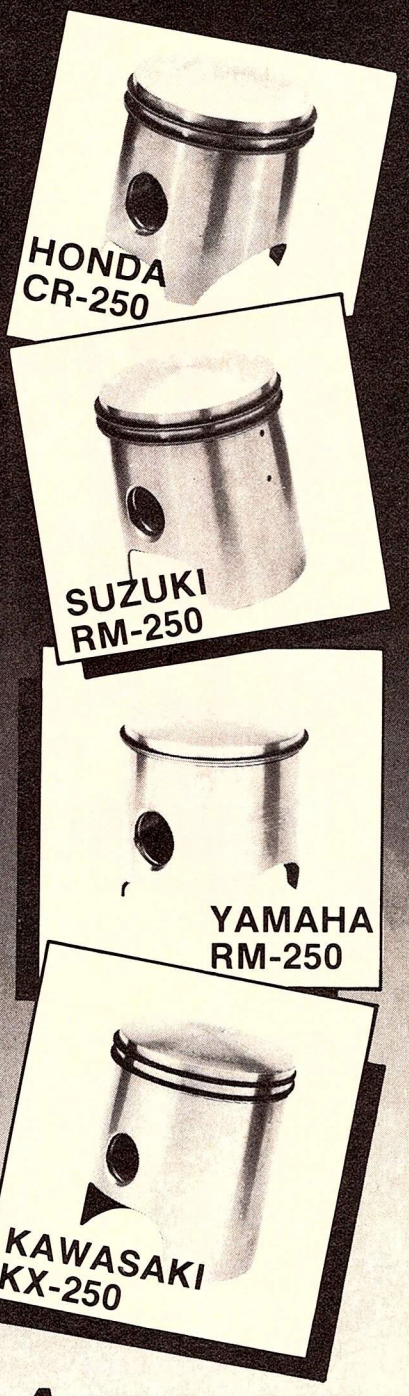
***BLACK CARBON STEEL SUPER SPROCKETS***



***NEW*** from Circle for Harley, Honda, Yamaha, Kawasaki, Suzuki, Triumph, and most other makes.

Prices start at $23.95.
Send $2 for 1983 catalog.

**CIRCLE INDUSTRIES**
17901 Arenth Ave. • Industry • California • 91748 • (213)965-1622




***Awesome***

- ★ **Lightening Acceleration** - Maximum strength, minimum weight and close piston to cylinder wall clearances guarantees greater acceleration off the corners.
- ★ **Reliability** - Professional and amateur MX racers and dirt riders around the world have come to depend on the strength and reliability of Wiseco superlights to finish first!!
- ★ **Oversizes** - Superlights are available for almost all MX and offroad cycles with six oversizes up to .080 . . .and each piston is supplied with the newly designed CS (single) or CD (double) rings for long life, improved performance and increased compression.

Send $1 for Wiseco's new ATV/Motorcycle Piston Catalog (CB-21), jacket patch and decal set.

***WISECO PISTON, INC.***
7201 Industrial Park Blvd.
Mentor, Ohio 44060
(216) 951-6600

Wiseco

***WISECO PISTON CANADA***
178 Ingersoll Rd. P.O. Box 383 Woodstock, Ont. N4S 7X6
(519) 537-6281


# RIPPA SUPERCROSS MASTERS

grounds, 1982 250 World Champion Danny LaPorte jetted in along with British riders Paul Hunt and Roger Harvey. Waiting to meet them were Australian multi-champ Steve Gall and a host of young Aussie kids with names like Jeff Leisk, Trevor Williams, Beatle Bailey, Vaughn Style, Craig Dack and Pete Whitington, as well as American-transplant Marty Moates. Missing were new Ossie star Ray Vandenberg and KTM-sponsored Jimmy Ellis.

**LaPORTE CATCHES ANOTHER JET**

At the drop of the starting gate, Marty Moates shot into the lead in front of Trevor Williams, but by the second lap LaPorte, Gall and Leisk had relegated Williams to fifth.

It took LaPorte four laps to reel in the Suzuki-mounted Marty Moates, and, from that point on, Danny LaPorte jetted away to victory. There was no question of who was going to win, only of by how much LaPorte would do it. British rider Paul Hunt held down fifth place, but the Brit crashed and dropped out of contention. Beatle Bailey passed Trevor Williams to set the top five as LaPorte, Moates, Leisk, Gall and Bailey.

Moates was tiring and succumbed to Leisk and Gall, while Bailey made an all-out charge to drop the American back to fifth. The Rippa Masters went to LaPorte with Australians Jeff Leisk and Stephen Gall in second and third.

**RIPPA NEWS**

Hakan Carlqvist had been touring Australia with LaPorte, but a hand injury had sent Carla home the week before. Carlqvist broke his wrist at the Fremantle, Australia, Supercross but shrugged off the injury by saying, "That's motocross for you!"

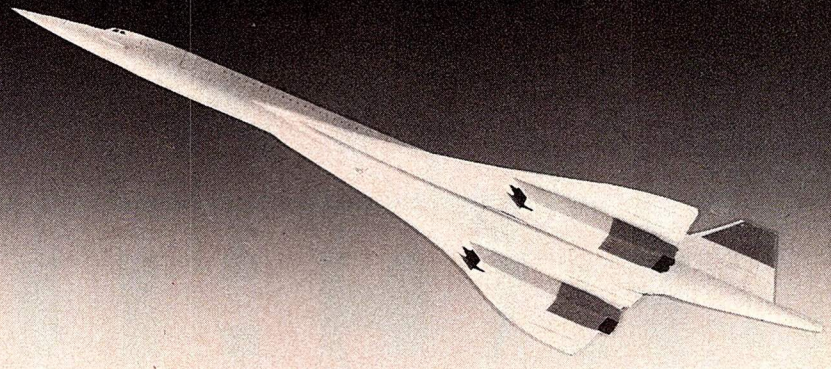
Stephen Gall, a factory Yamaha rider, is sponsored by Toshiba. Gall has always been able to find outside sponsorships, including Pepsi Cola, during his Australian career. Gall, Leisk, Style, Lucas Reynolds, Whitington, Robin Rhodes and Andy Caldecott have all traveled to America to race. Gall has been the leading force in improving Australian MX, and each year he brings a group of Ahzees to California to sharpen their skills. □

**RIPPA MASTERS RESULTS**

| | | |
|---|---|---|
| 1. | Danny LaPorte | Yam |
| 2. | Jeff Leisk | Hon |
| 3. | Steve Gall | Yam |
| 4. | Marty Moates | Suz |
| 5. | Robert Bailey | Suz |
| 6. | Trevor Williams | Kaw |
| 7. | Glen Bell | Yam |
| 8. | Roger Harvey | Yam |
| 9. | Vaughn Style | Hon |
| 10. | Stuart Bennet | Hon |

# ARRIVING SOON: THE OIL ANSWER

**Discovered by Answer Products!**
**A lubricant line from Europe so advanced it's used exclusively by the Concorde Air Fleet! These aerospace formulations will soon be available in Racing Engine Oil, Racing Gear Oil, Pro Suspension Fluid, Racing Chain Lube and Filter Oil to help your motorcycle fly as fast as the Concorde!**



**Silkolene**
**LUBRICANTS**

For a complete catalog and product availability information send $2.00 to Answer Products, 27967 Beale Ct., Valencia, CA 91355 (805) 257-4411 Tlx 646105.

# RIDE YOUR VERY OWN

# MOTOCROSS ACTION MAGAZINE

# DREAM MACHINE!

## WIN A FREE HONDA CR250R

On March 3, the 1984 Wrangler Supercross Series is roaring into Atlanta's Fulton County Stadium for the Miller High Life Superbowl of Motocross—**BE THERE!**

Part of the excitement of this INSPORT-sanctioned Supercross spectacular in Atlanta is the dream machine that *Motocross Action* is giving away! Everybody knows that part of a factory ride is getting a free bike. So in conjunction with the explosive action that Supercross is known for, *Motocross Action* is inviting YOU to enter the Supercross Sweepstakes and win your very own Honda CR250R! *MXA* will give you the bike, but you have to earn the rest of the factory ride yourself. Just fill out the Official Entry Certificate and Subscription Coupon and get it to our offices by March 30, 1984—it's as simple as that!

**JOIN THE REAL WINNERS—SUBSCRIBE TO *MXA!***

The odds are always in your favor when you subscribe to *Motocross Action*. And you don't have to wait for the drawing. You already know you are part of a professional team of winning motocrossers with *Motocross Action* in your mailbox every month. You get bike tests, national and international race coverage, hot setups to put *you* in the winner's circle, and the latest new products and hot tips to go with them. These are the things that make the difference when it comes to blasting across the finish line. After all, it's not how you start out, but how you end up that counts.

**I WANT TO SUBSCRIBE AND WIN!**

Everyone is eligible to receive *Motocross Action* every month, delivered to your door—and for 50 cents less an issue! At the newsstand you pay $1.75 for a copy of *MXA* (if they're not sold out). With a one-year subscription, you pay $1.25 for each issue, and it's deposited right into your mailbox each and every month ($14.98 per year, basic subscription price), and you won't miss one of the jam-packed, photo-full, dialed-in issues of the one and only *Motocross Action!*

**OFFICIAL SWEEPSTAKES RULES**

No purchase necessary. All entries become the property of Hi-Torque Publications, Inc. None can be returned or acknowledged. The winner will be determined in a random drawing from all entries postmarked no later than March 30, 1984. Entries must be postmarked first-class mail, one entry per envelope. Decision will be final. The odds of winning will be determined by the total number of entries received. Sweepstakes subject to local, state and federal laws and is void where prohibited. Tax and transportation liability is the responsibility of the winner. In accepting the prize, preselected by *Motocross Action*, the winner agrees to accept responsibility for city and state licensing and registration requirements. No substitute prize will be given, nor will cash equivalent by paid. If an unlicensed driver or minor wins the prize, it will be licensed in the name of a parent or legal guardian. In accepting the prize the winner grants Hi-Torque Publications, Inc. the right to publicize and promote his/her photograph and winning of the award. Employees of Hi-Torque Publications, Inc. and their families are not eligible for this Sweepstakes.

**DRAWING WILL BE HELD APRIL 6, 1984.**

MOTOCROSS ACTION MAGAZINE

**SUBSCRIBE TODAY!**

USE THE ATTACHED POSTAGE-PAID ENVELOPE

# MOTOCROSS ACTION MAGAZINE OFFICIAL ENTRY CERTIFICATE & SUBSCRIPTION COUPON

Mail to: THE 1984 *MOTOCROSS ACTION* ATLANTA SUPERCROSS SWEEPSTAKES • Post Office Box 9501 Mission Hills, CA 91345-9501

☐ YES! I want to enter the Atlanta Supercross Sweepstakes and subscribe to *Motocross Action!*
☐ Two-year subscription $25.95*
☐ One-year subscription $14.98*

Enclosed is my check for the above amount or my charge account information as follows:
☐ VISA ☐ MasterCard

Card Number_____

Expiration Date_____

Signature _____
☐ Check or money order enclosed.

☐ NO, I do not wish to subscribe at this time, but please enter my name in the *Motocross Action* Atlanta Supercross Sweepstakes!

*Please allow eight weeks for delivery of first issue.*

Name _____

Address_____

City_____

State/Zip_____

Phone (  ) _____

☐ I am a new subscriber.
☐ Please extend my current subscription.

*Canadian subscribers add $4 for one-year subscription additional postage and handling and $8 for two-year subscription additional postage and handling. Foreign subscribers add $5 for one-year subscription additional postage and handling and $10 for two-year subscription additional postage and handling. ALL FOREIGN AND CANADIAN PLEASE USE INTERNATIONAL MONEY ORDER IN U.S. FUNDS ONLY, PLEASE. Thank you!

LIMIT ONE ENTRY PER ENVELOPE
NO PURCHASE NECESSARY

MXA3-4

*Canadian champ Ross Pederson shows total concentration during the start of the Unadilla 250 GP. Pederson's eyes don't wander off his selected line.* Mike Van Camp

## FIRST-TURN BASICS

# GUARANTEED HOLE SHOTS

How to get there first, anywhere, anytime, anyplace

☐ If you want to win and win big, you have to get the holeshot. Everybody wants the holeshot, but very few people know how to go about guaranteeing that they will be the one to get it. Like any other aspect of racing, there is an abundant amount of theory, myth and misconception floating around about the way to get there first. The *MXA* wrecking crew offers you 20 tips that will guarantee a good rider the holeshot. All you gotta do is make them work.

**1. CONTROL THE LINE**

Check out the competition on both sides of you and be prepared to push them off the good line. If you start on the inside, it may be necessary to drift toward the middle to make sure that nobody is lined up to zap you at the turn. Controlling the line to the first turn is like block passing on the start.

**2. PICK STRAIGHT GROOVES ONLY**

Never start in a groove that has a lip, curve, hump or edge on it. Try to get in the cleanest straight line possible. If the gate is imbedded in cement, sweep the cement clean and use the excess dirt to build ramps and level sections over the cement curb.

**3. PULL BACK ONE FOOT**

Even if your track requires that you stay forward on the gate, try to get your front wheel at least 12 inches back from the gate. You can do this by putting your foot down and locking your knee out. That will roll your bike backwards. That foot of leeway can keep you from touching the gate, which normally lofts the front wheel upwards.

**4. HOW MANY FEET SHOULD I USE?**

Everybody wonders what to do with their feet. On a 125 or 250 keep your left foot (shift side) on the footpeg and let your right foot hold the bike up. On an Open class bike let both feet stay down.

**5. DISSECT THE FIRST TURN**

Find the shortest line to the first turn and go in that direction. Sometimes you can't get the starting position you want, but you can draw a plumb line from where you are directly to the turning point of the first corner. Follow that plumb line like an arrow. Don't drive all over the start when the turn is somewhere between points A and B.

**6. SELECTIVE TUNNEL VISION**

From the time you get ready to start

***In this Rose Bowl start, four riders have gotten to the turn with an equal chance of taking the lead, but Scott Burnworth (16) has controlled the line. David Taylor (231), Jeff Hicks (37) and Johnny O'Mara (4) will be pushed into a Honda sandwich by the Suzuki rider.***

until you get to the first turn, you should see nothing but the corner. Do not look around. Ignore your competition. Peg it and go. Don't get distracted. That's the same reason why horses run with blinders on.

**7. WHAT IS YOUR HIGHEST GEAR?**

A 125 rider should always start in second gear. Regear your bike if it won't pull a second-gear start. A 250 rider should start in second, except on hard surfaces, where he should try third. Open riders should almost always try to nail down a third-gear start. It isn't easy to pull a tall gear off the line, but when you do it right, you are gone.

**8. LAY ON THE FRONT END**

As you cross the starting gate, your body should be arched forward. Keep the front end down by forcing your body weight over the handlebars. Too many riders sit up as soon as they accelerate. Avoid this. Do look up, but don't sit up. Stay hunched forward.

**9. BLOW WITH THE WIND**

After you have crossed the gate and are driving out of the hole, you can let your weight move slightly backwards, but arch your back to take up the slack. Do not immediately slide to the back of the bike, thinking you will maximize your traction. Let the bike blow you toward the back, and use a hunched position with your head forward to control your acceleration.

**10. SLIP THE CLUTCH**

Don't dump the clutch. Try to slip it at about one-fourth or one-half of lever play. Go ahead and burn the plates if you must; learn to feed out the clutch quickly but steadily. This is critical to a good start. Without the clutch you will never get a holeshot.

**11. DON'T BLIP THE THROTTLE**

Too many riders sit on the starting line and blip the throttle on and off. They run the risk of having the gate drop as their hand is going forward instead of backward. Hold the throttle steady. Do not hold it wide open. Hold the throttle right on the working part of the powerband so that when the gate drops, the bike is ready to climb into the torque curve.

**12. DIG DEEP OR THROW DIRT ON**

If you are starting in mud, you can normally dig down a few inches and find relatively dry soil. If you can't, then go out and find dry soil (under a bench, behind the scoring booth, underneath your cat) and throw it on top of the muddy goo. You need to have something your knobs can bite into.

**13. HOW TO START ON CEMENT**

This is expensive but the hot setup in more ways than one. Turn your bike around backwards on the cement pad, and, one minute before the start, burn out your rear tire on the cement—till it smokes. Then turn the bike around and, with the tire all hot and sticky, blast off the gate. Beware! The hot tire will really stick, so don't dump the clutch or you'll loop out. You will also go through tires fast.

**14. WHAT ABOUT BACKWARD GATES?**

Backward-falling gates are the hardest things to conquer. The key is to be patient and, rather than trying to blast over the gate, which is almost impossible because you can't get a rolling start as the gate falls toward you, try to get a controlled wheelie going. Then, after you have lifted the wheel over the gate, slip the clutch and go. Let the gate fall, pop over it, and then go. It is hard to be patient, but that is the secret.

**15. DON'T WHEELIE UP THE START**

If you start to wheelie as you go up the start, do not shut the throttle off. Leave the throttle pegged and touch the clutch lever. The clutch will disengage the drive train momentarily, and the front end will drop. If you turn the throttle off, you will lose too much time. Use the clutch!

**16. WHERE SHOULD I START?**

As a rule of thumb, always take the inside line, which isn't always on the inside but is the line that goes directly

*(continued on page 102)*

ANSWER PRODUCTS-SPONSORED

# 1984 CZ WORLD CHAMPIONSHIPS

## Twin-pipers, puddin' bowls & test riders relive history

Mike Van Camp

***Three-time 250 National Champion and 1981 CZ World Champ Gary Jones (7) carves his Full Floater Chay-Zed under Mark Johnson (11) and Ron Hansen (L) during Open Pro action.***

☐ **CRAZY CONCEPT:** Why not hold a championship-caliber race for a single brand of motorcycle? The only people who could enter would have to own this type of bike. Why not make it a brand that went out of business in America about ten years ago? Vintage automobile races are the current rage of the Formula One circuit. Antique airplanes have been making the rounds of the air shows for generations. There has always been a natural fascination with the men and machines of the past. Thus, with a crazy idea germinating in their minds, a group of loonies devised the CZ World Championships back in the late '70s.

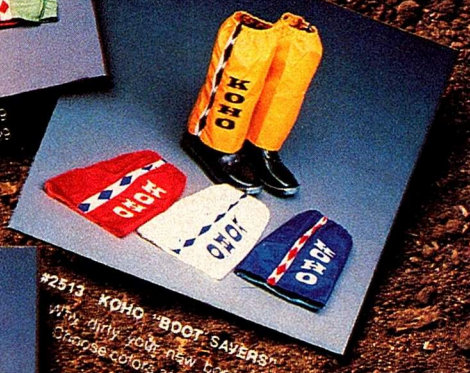
**CESKE-ZAVODNY:** Holding a vintage race is one thing, but limiting it to a single brand of motorcycle, and one produced in Czechoslovakia, at that, wouldn't make sense to anyone but a motocrosser. CZs were once *the* motorcycle of the MX masses. Strong, reliable, good-handling and blessed with a cobby metallic look, CZ (Ceske-Zavodny) was the basic working platform for the fledgling American motocross pioneers of the late '60s and early '70s. Brad Lackey, Tony DiStefano, Jimmy Weinert, Peter Lamppu, Roger DeCoster, Joel Robert, Dave Bickers, Jaroslav Falta and even the Ruskies rode CZs. Why a CZ World Championship? Because it was the bread-and-butter machine of motocross, and because they are among the few vintage bikes still running after ten or 15 years of abuse.

# KOHO®

"KOHO STYLE" = KOHO'S FIT, KOHO'S LIGHTWEIGHT, KOHO'S QUALITY, KOHO'S COLOR, KOHO'S EUROPEAN STYLE!
**JOIN KOHO RIDERS:** ALAN KING, FRANK STACY, SCOTT "MAGIC" JOHNSON, STEVE RHYAN, CARLOS SERRANO, WILLIE SURRATT, MIKE PRESTON IN CHOOSING THE BEST MOTOCROSS GEAR AVAILABLE.

CHOOSE BETWEEN "KEEP COOL" PANTS (with white Air Flow Panels) or "SOLID" PANTS. ORDER THE COLORS (AS SHOWN) AND BRAND NAME OR KOHO SIDE (die cut) LETTERING OF CHOICE. EVEN SIZES 22" TO 38".

#2505 KOHO "SOLIDS" w/ BRAND name lettering ... $69.99
#2506 KOHO "SOLIDS" w/ KOHO lettering ... $69.99




#2513 KOHO "BOOT SAVERS" stop dirty, scuff, new boots. Choose colors as shown. $10.99 pr.

#2507 KOHO "KEEP COOLS" w/ BRAND name lettering ... $79.99
#2508 KOHO "KEEP COOLS" w/ KOHO lettering ... $79.99

#1003 KOHO "PRO" GLOVES

Vented Back, Velcro Wrist, Padded Palms. Colors as shown. Sizes 7 to 11 ... $20.99 pr.

#1000 KSI "TAILOR MADE" GLOVES

The Finest Glove in the World! All Leather Protectors, Padded Palms, Vented Velcro Backhand. Colors as shown. Size 7-11 ... $29.99 pr.

KOHO "TEAM" GLOVE

Great for Enduros. Padded Palm, Full Backhand Protectors. Colors as shown. Size 7-11 ... $16.99 pr.

KOHO "KEEP COOLS"

NAME
ADDRESS
CITY STATE ZIP

| COMPLETE DESCRIPTION & PART NO. | QTY | SIZE | COLOR | AMOUNT |
|---|---|---|---|---|
| | | | | |

☐ MC ☐ VISA ☐ Money Order Amt. Encl.
Exp. Date Credit Card No.
Signature
Calif. residents add 6% Sales Tax. Send money order to avoid delay in shipping. Allow 45 days on checks with personal checks. Call (619) 452-1783 for Fast Credit Card orders. Call/Write: Send for catalog on letterhead.
KNOBBY SHOP INTERNATIONAL P.O. Box 1592, La Jolla, CA 92038 (619) 452-1783

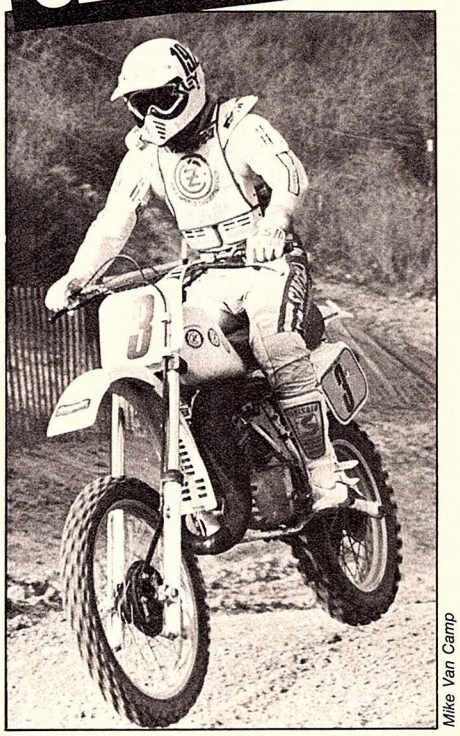
**KNOBBY SHOP INTERNATIONAL**
**P.O. BOX 1592, LA JOLLA, CALIFORNIA, 92038**
**(619) 452-1783**

**TWIN-PIPERS AT SADDLEBACK:** The Answer Products-sponsored CZ World Championships are totally amazing, and to the hotshot teenage spectators at Saddleback Park, it was like a trip into the Stone Ages. Kids who weren't born when some of the Czecho iron was coming down the assembly line in Strakonice (that's in the CSSR, behind the Iron Curtain, part of the Eastern bloc—yep, good old commies), stood and gawked at banana-framed Jawas, 1965 250cc twin-pipers, Paul Friedrich Replicas and every imaginable assortment of CZ conversion. While there are World Championship crowns at stake, that is only a reality to a few well-financed, fully outfitted, mega-buck teams. At least 75 percent of the riders in the World Championships come for fun.

**WORLD CHAMPS DECIMATED:** Victory in any title chase goes to the strong. Former CZ champs Clark Jones (1982 500cc) and Phil Oveland (1983 250cc and 500cc) were injured, and only 1981 250cc CZ World Champ Gary Jones made the start from the steely-eyed cast of past victors. But Jones' luck was not to hold in 1984. After winning the first moto of the 500cc Championship, a series of chain misfortunes on his Frias-framed CZ Floater cost him the lead in the second moto. All the old champs were down and out. The crown would be passed on to new heads.

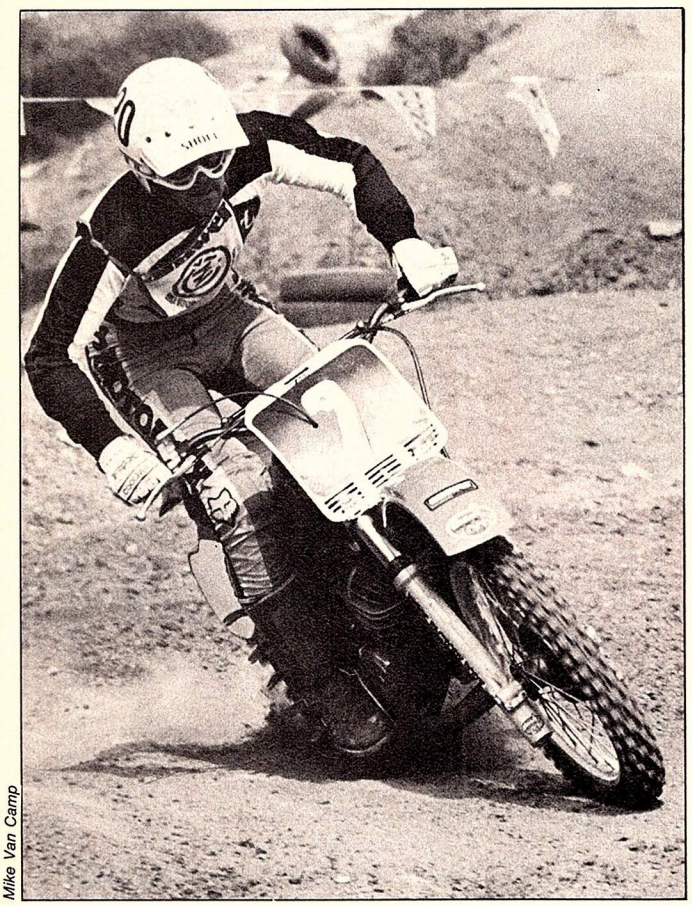
**DUEL IN THE DIRT:** Four major CZ teams brought out the big guns this year. The Standard Crankshaft team had won twice in the past with Art McClain (1981) and Clark Jones (1982). They were armed to the teeth with a new single-shock CZ to be piloted by *MOTOcross* Magazine test rider Bill Keefe. Coast Moto Cycles' Pete Maly brought out a bracket of Czech iron to compete on. Maly used the same engine in his 1984 bike that he had ridden in the 1972 Saddleback Trans-AMA. Maly had been a runner-up in the past, but never a winner. Rick Nabors had the biggest squadron of bikes, but most were sano 1968 twin-pipers with less than three inches of travel. Nabors' hired gun was *MXA* test rider Gary Jones. A former CZ World Champion, Jones also had some minor claim to fame in the '70s for winning the 1971 Inter-Am series and the 1972, '73 and '74 250 AMA National Motocross Championships. But all people cared about at Saddleback was his previous CZ wins in the 250 class on a 125 CZ. This year Jones was on a single-shocked CZ400. The mighty *MXA* wrecking crew, minus the services of *traitor* Gary Jones, was armed with the big-bucks, zoot-capri, pro-moto, quasar-tech machinery.

## CZ CHAMP



Mike Van Camp

***Always the bridesmaid, but never the bride. Jody Weisel wore solid white, rode an ultra-trick white Ceske-Zavodny, and still came up short. Second overall, but no bouquet.***



Mike Van Camp

***Billy Keefe used hard drives and Jones' bad luck to clinch the 500 Open class World title. Keefe is a test rider for MOTOcross Magazine.***

***Mike Drews does a classic DeCoster on his 1968 twin-piper. Three inches of travel, chrome pipes and maximum style points.***

# MAN HAS ALWAYS SEARCHED FOR . . . A BETTER WEAPON

## "RAM-effect"™ PORTING — THE NEW DIMENSION

### IN THE BEGINNING

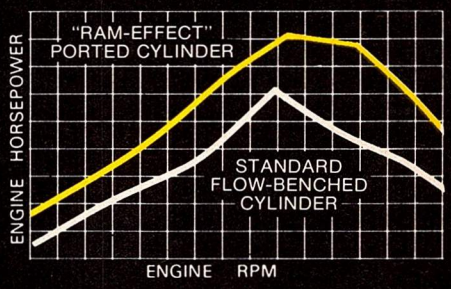
Krause Racing introduced the first major breakthrough in 2-stroke performance work in 1980 — "Flow—Bench Porting". We are proud our technique became the most imitated standard of the industry. However, just as man advances in other phases of technology, Krause Racing has researched, developed and introduces a new dimension of performance — "RAM-effect"™ porting. This entirely unique method hurtles past conventional flow-bench porting and delivers power undreamed of by the average tuner. Standard flow-bench porting simply balances the flow rates of the ports and allows the technician to obtain maximum flow.

### THE "RAM-effect"™

A crucial factor which has been overlooked for years is the exact *angle* and *direction* of the flow of gases within the cylinder. Without perfect angular alignment of the gas flow, many power losses occur. Incomplete combustion, overheating and fuel charge loss into the exhaust system are just a few!! Even the factories can't control this crucial aspect and the flow-bench is limited to measurement and balancing.

"RAM (redirected angular modification)-effect"™ porting supercedes the limitations of the flow-bench and propels the gas mixture in the exact direction for maximum power production. Krause Racing is the first to release this technology, which is certain to become the new benchmark of performance in 1984.

### THE BEST WEAPON



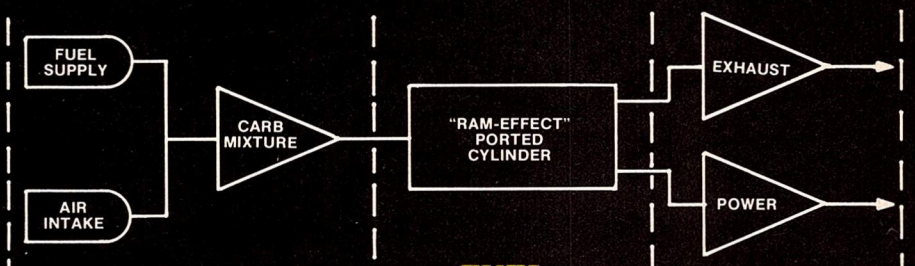

A "RAM-effect"™ ported cylinder is more efficient and produces more power across the range than any standard cylinder. The boost in useable power is absolutely amazing!!

## TOTAL SYSTEM DESIGN — THE SECRET OF POWER

### MAXIMUM POWER SECRETS

The real secret of maximum power lies in the ability to properly match together all the best components. This philosophy is true whether you design a powerful computer, a superb stereo or a racing engine. The flow chart depicts the 3 main sub-systems of any 2-stroke motor. (Input - Fuel Processing - Output). The RAM-effect"™ ported cylinder is the central sub-system. Overall performance will depend on the careful choice of components in the input and output sub-systems. No matter what bike you ride, our technicians can guide you in selecting the best *components* to achieve maximum power. In the brutal world of motocross, you need every extra edge you can get. In 1984 your extra edge is waiting at Krause Racing!

### ENGINE SYSTEM FLOW CHART




### INPUT

Component choices here may include carburetion options, airbox and filter modifications, fuel additives, Boyesen reeds, variable-flow devices, ignition changes, lubricant and ratio selection and more.

### FUEL PROCESSING

The new technology of "RAM-effect" porting provides maximum performance in the fuel processing sub-system. This method alone provides tremendous power gains and **costs** no more than standard porting.

### OUTPUT

The output sub-system relies on a Krause Kannon pipe as the prime component for maximum overall power. Specific suggestions for the new variable output devices from Honda and Yamaha are also available.

# KRAUSE RACING

305 E. North Avenue • Northlake, Illinois 60164 • (312) 344-2233

**1984 SUPPORT PROGRAM IN EFFECT NOW - CALL TODAY**

# See your Hi-Point dealer for the new '84 line of High-Point Race Gear. . .

# our largest selection of quality race gear ever!!!

RACE JERSEYS . . . Custom made for Hi-Point. These are race jerseys, not cheap long sleeved T shirts with an iron on! All new graphics in over 36 different name and color combinations. Solid jerseys are 50/50 plated material. That means tough polyester on the outside and soft cotton on the inside. Our vented jerseys are a high quality 50/50 blended. Available in all sizes including youth. You won't find better.

G.P. GLOVES . . . Two new trick models. One features the popular knit cuff while the other has a unique wrist strap. Both feature padded leather palms, spandex fingers and trick new stretch material on the top of the glove topped with foam knuckle and finger protection. In all popular color combos and sizes.

MX PANTS . . . You'll fall in love with 'em. The highest quality nylon/Cordura MX pants in our most exciting graphics ever. New Whites!!! New Team colors!!! New solid colors!!! and all in your favorite team names. Not only do they look super, they protect and fit super. In all sizes including kids.

PRO BOOTS . . . "The Choice of Champions for over 17 years" The Hi-Point Pro boots are the undisputed leader in MX boot technology. See your Hi-Point dealer for the complete inside story of why Hi-Point Pro boots are Number 1. Hi-Point has a size for everyone in your favorite color.

MUCH MORE . . . Hi-Point's '84 line continues with such exciting new products our new racing belts that obsoletes all others. National Championship winning "Red Dot" tires and the highest quality line racing oils and lubricants. Racing filters and all the trick gear.

HiPoint Racing USA

## NOW AT YOUR HI-POINT RACING PRODUCTS DEALER

*(East) 3709 West Erie Ave., Lorain, OH 44053 (West) 2650H Mercantile Dr., Rancho Cordova, CA 95670 (Canada) Performance Cycle Products, Box 849, RR 1, Wheatley, Ont NOP 2PO*

Lance Moorewood and Jody Weisel had both finished in the top three in the past, and, if tucking CZ motors into brand-new 1983 Husqvarna frames meant anything, they had the *works* bikes of the class.

**FORGET THE RESULTS:** Magazine test riders ran rampant over the field. Bill Keefe (*MOTOcross* Magazine) won the 500 title over Jody Weisel (*MXA*) after Gary Jones (*MXA*) threw his chain. In the 250 class Lance "the Trance" Moorewood (*MXA*) edged out a two-moto victory over former *MXA* test rider (1973-1977) Pete Maly. But the real winners were the guys who dusted off their old bikes, poured some pre-mix in, and brought them out for a duel in the dirt. It could have been 1970 to most of the guys. For Joe Lorenzen on his '70 up-piper, Mike Drews on a '68 twin-piper, and Terry Pratt on another 1970 model, the day was filled with tight racing. Forget the results, because for Lorenzen, Pratt, Drews and a host of others, it was 1970 all over again. Suspension travel, horsepower, rising rates, and plastic gas tanks didn't mean a thing to any of the CZ competitors. All they wanted to do was keep on riding. □

**1984 CZ WORLD CHAMPIONSHIPS**

*500cc RESULTS*

1. Bill Keefe (2-1) ..... CZ
2. Jody Weisel (3-2) ..... CZ
3. Gary Jones (1-4) ..... CZ

*250cc RESULTS*

1. Lance Moorewood (1-1) ..... CZ
2. Pete Maly (2-2) ..... CZ
3. Robert Dykman (3-3) ..... CZ

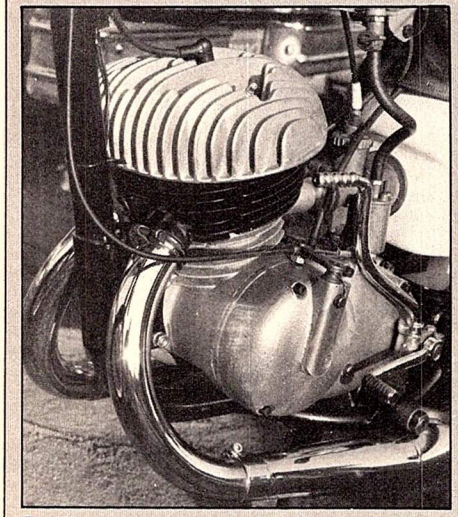
# CZ CHAMPIONSHIPS

Mike Van Camp

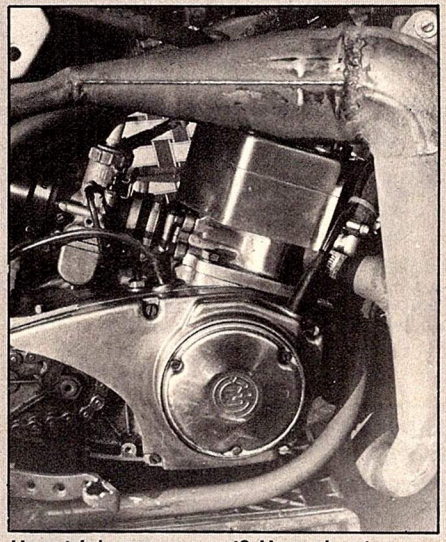
***For all its trick machinery and hotshot riders, guys like Bill Dickenson are the true gist of the CZ race. From the puddin' bowl to the leather leathers, all the way to the moth holes in his sleeves, Dickenson exemplifies the spirit of the race.***

## LIKE THEY USED TO

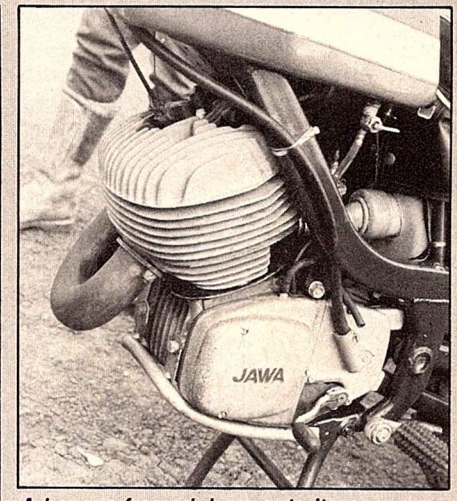
# CZ FIREPOWER



***For those too young to remember, this is the motor that Roger DeCoster rode to fame—one cylinder, but two pipes. Thus the name "twin-piper."***



***How trick can you get? How about a handmade water-cooled 250CZ tucked into a Yamaha frame?***




***A banana-framed Jawa gets its name from its unusual rectangular-tubed hanger frame. And you thought the Interceptor was innovative! This is a 1965 model.***

# Suzuki. PARTS WAREHOUSE

From Midwest Action Cycle's gigantic inventory of genuine SUZUKI factory parts. "We've got them all" in stock ready to ship to you. No minimum purchases. We offer the lowest prices and the fastest service.

ORDER DIRECT & SAVE!!

## BRAKE SHOES

GENUINE SUZUKI same as used by the factory team. You can't buy any better.

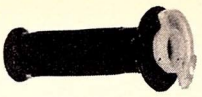
**FRONT**

| | |
|---|---|
| RM 80 all yrs | $ 8.65 pr. |
| RM 100/125 all yrs | 9.40 pr. |
| RM 250/370/400/465/500 all yrs | 10.45 pr. |
| PE 175 c, n, t, x | 11.50 pr. |
| PE 175 z, d, e | 15.70 pr. |
| PE 250/400 all yrs | 11.50 pr. |

**REAR**

| | |
|---|---|
| RM 80 all yrs | $ 8.65 pr. |
| RM 100/125 all yrs | 9.40 pr. |
| RM 250/370/400/465/500 all yrs | 10.45 pr. |
| PE 175 all yrs | 11.50 pr. |
| PE 250/400 all yrs | 11.50 pr. |

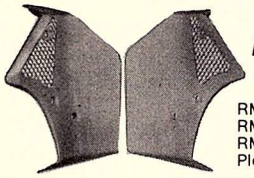
## THROTTLE GRIP



GENUINE SUZUKI. Consists of inside plastic assy. and grip. Complete throttle grip assy.

| | |
|---|---|
| RM 80/100 all yrs | $ 9.40 |
| RM 125/250/370/400/465/500 all yrs | 10.45 |
| PE 175/250/400 all yrs | 10.45 |

## RADIATOR COVERS



| | |
|---|---|
| RM 80 d, e | $ 5.25 ea. |
| RM 125 x, z, d, e | 12.55 ea. |
| RM 250 z, d, e | 11.25 ea. |

Please indicate right or left side.

## CABLES

Replace your worn cables with GENUINE FACTORY SUZUKI parts. They fit each year and model exactly.

**THROTTLE**

| | |
|---|---|
| RM 80 all yrs | $7.10 |
| RM 100/125 all yrs | 7.30 |
| RM 250/370/400/465/500 all yrs | 7.65 |
| PE 175/250/400 all yrs | 7.65 |

**CLUTCH**

| | |
|---|---|
| RM 80 all yrs | $6.60 |
| RM 100/125 all yrs | $7.10 |
| RM 250/370/400/465/500 all yrs | 8.35 |
| PE 175/250/400 all yrs | 8.35 |

**FRONT BRAKE**

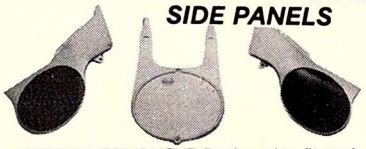
| | |
|---|---|
| RM 80/100 all yrs | $7.10 |
| RM 125/250/370 all yrs | 7.60 |
| RM 400/465/500 all yrs | 7.95 |
| PE 175/250/400 all yrs | 7.95 |

**REAR BRAKE**

cable or rod.

| | |
|---|---|
| RM 80 all yrs | $5.20 |
| RM 100/125 all yrs | 7.30 |
| RM 250/370/400 a, b, c | 8.35 |
| RM 250/465/500 n, t, x, z, d, e | 7.30 |
| PE 175/250/400 all yrs | 7.60 |

## NUMBER PLATES SIDE PANELS



ORIGINAL EQUIPMENT. Designed to fit each year and model. Bolts right on.

**FRONT NUMBER PLATE**

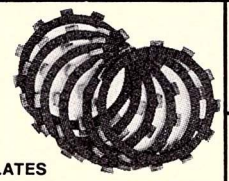
| | |
|---|---|
| RM's all years | $ 9.99 |

**SIDE PANELS**

| | |
|---|---|
| RM 80 all yrs | $13.60 ea. |
| RM 100/125 all yrs | 18.85 ea. |
| RM 250/370 a, b, c | 16.75 ea. |
| RM 250/400/465/500 n, t, x, z, d, e | 18.85 ea. |
| PE 175 all yrs | 18.85 ea. |
| PE 250/400 all yrs | 16.75 ea. |

Please indicate right or left panel.

## SUZUKI CLUTCH PLATES



**FIBER DRIVE PLATES**

| | |
|---|---|
| RM 80/100/125 all yrs | $ 4.75 ea. |
| RM 250/370/400/465/500 all yrs | 6.50 ea. |
| PE 175 all yrs | 4.75 ea. |
| PE 250/400 all yrs | 6.50 ea. |

**STEEL DRIVEN PLATES**

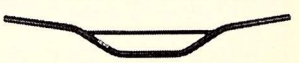
Replace your stock aluminum driven plates with SUZUKI STEEL OPTIONAL ones. They grab harder and last much longer. The hot set up for the aggressive rider.

| | |
|---|---|
| RM 100/125 all yrs | 5.25 ea. |

## MECHANICAL WATER PUMP SEAL

ALL WATER COOLED RM's $7.95

## HANDLE BARS



**MAC** "SUZUKI WORKS" Same as FACTORY riders use.
4130 chromoly. Available in gold, yellow, red, blue.

| | |
|---|---|
| RM 80 to RM 500 all yrs | $24.95 |
| PE 175/250/400 all yrs | 25.95 |

**FREE** WITH ALL ORDERS. The original MAC Lightning Bolt Stickers

## TECHNICAL RACING SERVICES

*SUZUKI'S TECHNOLOGY HAS PRODUCED MORE CHAMPIONS IN MOTO X THAN ANY OTHER FACTORY TEAM...MIDWEST ACTION CYCLE DEPENDS ON THEIR RACING "KNOW-HOW"... YOU MIGHT SAY WE GO "BY THE BOOK"...*

SUZUKI'S BOOK!!

**FACTORY PORTING:** Same specs used by National & International racers. Each porting job is designed for the type of power you need. Whatever it takes to put YOU in the winners circle.

| | |
|---|---|
| ALL RM's 1981-82, -83 MODELS | $120.00 |
| ALL RM'S, PE'S, TS 1975- to 1980 MODELS | 75.00 |

ALSO AVAILABLE IN STOCK...NEW FACTORY CYLINDERS PORTED AND READY TO SHIP TO YOU...CALL FOR PRICES.

**POWER BORING:** The most critical service performed by us is cylinder boring...we call our technique "POWER BORING" which is exactly what you get...MORE POWER...included is:

- special factory clearances,
- all ports chamfered as SUZUKI recommends,
- Exhaust bridge relieved to prevent seizure,
- special micro-honing for excellent ring seating.

ALL RM'S AND PE'S ..... $30.00 + PARTS

**CRANK REBUILDING:** RACING factory specs are followed. We use special factory tolerances and only "GENUINE SUZUKI PARTS". There's more power here...when done our way...

ALL RM'S AND PE'S ..... $35.00 + PARTS

PACK UP YOUR CYLINDER OR CRANK AND SHIP TODAY FOR PORTING INCLUDE YOUR PISTON...ANY QUESTIONS? CALL US.

## CLYMER SERVICE MANUALS

Over 180 pages of photos, drawings, charts, info on how to repair, service and maintain your dirt bike.

| | |
|---|---|
| RM SERIES 1975 to 1981 twin shock | $12.95 |
| SP/DR 370-400 singles 1978 to 1980 | 12.95 |
| PE 175-400 singles 1977 to 1980 | 12.95 |

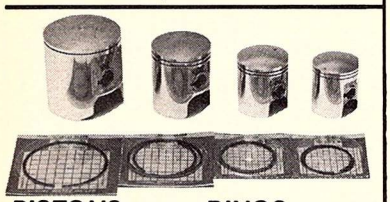
FORGED Wiseco PERFORMANCE PISTONS

Complete piston set, with piston, rings and circlip's.

| | |
|---|---|
| RM 80 all yrs | $31.95 |
| RM 100/125 all yrs | 38.95 |
| RM 250 all yrs | 46.50 |
| RM 370/400 all yrs | 51.95 |
| RM 465/500 all yrs | 49.95 |
| PE 175/250 all yrs | 45.95 |

Please indicate oversize

## PISTONS RINGS



GENUINE SUZUKI PISTONS

| | |
|---|---|
| RM 80 all yrs | $15.25 |
| RM 100 all yrs | 18.40 |
| RM 125 all yrs | 21.95 |
| RM 250/370/400 all yrs | 27.25 |
| RM 465/500 all yrs | 31.50 |
| PE 175 all yrs | 23.90 |
| PE 250/400 all yrs | 28.30 |

STD. AND OVERSIZE. PLEASE INDICATE.

GENUINE SUZUKI RINGS.

| | |
|---|---|
| RM 80 all yrs | $12.50 |
| RM 100/125 all yrs | 13.60 |
| RM 250 a, b, c | 15.25 |
| RM 250 n, t, x, z, d, e | 8.35 |
| RM 370 a, b | 19.90 |
| RM 400/465/500 all yrs | 9.40 |
| PE 175 all yrs | 14.65 |
| PE 250/400 all yrs | 18.40 |

STD. AND OVERSIZE. PLEASE INDICATE

## WRIST PIN–WRIST PIN BEARING

**WRIST PIN (Piston Pin)**

| | |
|---|---|
| RM 80 all yrs | $2.95 |
| RM 100 all yrs | 2.35 |
| RM 125 all yrs | 4.30 |
| RM 250/370/400/465/500 all yrs | 3.89 |
| PE 175/250/400 all yrs | 3.89 |

**WRIST PIN BEARING**

| | |
|---|---|
| RM 80 b, c, n, t, x | $3.25 |
| RM 80 z, d, e | 4.65 |
| RM 100 all yrs | 3.95 |
| RM 125 m, a, b, c, n, t | 3.95 |
| RM 125 x, z, d, e | 4.95 |
| RM 250/370/400/465/500 all yrs | 6.35 |
| PE 175/250 all yrs | 4.25 |
| PE 400 t, x | 6.50 |

## FORK SEALS

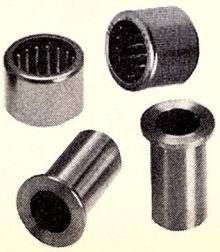
GENUINE SUZUKI, designed to fit each year and model exactly, IMPROVED DESIGN.

| | |
|---|---|
| RM 80 all yrs | $ 5.50 pr. |
| RM 100 all yrs | 6.40 pr. |
| RM 125/250/370/400 all yrs | 6.60 pr. |
| RM 465/500 all yrs | 6.80 pr. |
| PE 175/250/400 all yrs | 7.95 pr. |

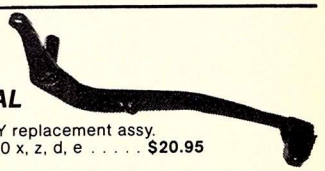
## SWING ARM BEARING AND SPACER KIT

Consists of two GENUINE SUZUKI swing arm bearings and two spacers.

| | |
|---|---|
| RM 80 all yrs | $15.95 |
| RM 100/125 n, t, x | 14.25 |
| RM 125/250/465 x, z, d, e | 23.60 |
| RM 250/370/400 n, t | 26.25 |
| PE 175 c, n, t, z | 15.70 |
| PE 175 z, d, e | 24.70 |
| PE 250/400 all yrs | 34.60 |



## FOLDING BRAKE PEDAL



ORIGINAL FACTORY replacement assy.
RM 125/250/465/500 x, z, d, e ..... $20.95

## KILL BUTTON SWITCH ASSY.

SUZUKI FACTORY replacement part.

| | |
|---|---|
| RM 80/100 all yrs | $11.50 |
| RM 125/250/370/400 all yrs | 12.05 |
| RM 465/500 all yrs | 13.10 |
| PE 175/250/400 all yrs | 13.10 |

## SUPER FLOW

REPLACE YOUR STOCK AIR FILTER AND REEDS** Increased AIR FLOW means MORE POWER and better performance.

DON'T START YOUR ENGINE WITHOUT THEM.

### BOYESEN DUAL STAGE RACING REEDS.

BOLT ON HORSEPOWER.

| | |
|---|---|
| RM 80 all yrs | $10.95 |
| RM 100/125 a, b, c, n, t, x | 12.95 |
| RM 125 z, d, e | 25.95 |
| RM 370/400 a, b, c, n, t | 12.95 |
| RM 250/465/500 x, z, d, e | 30.95 |
| PE 175/250/400 n, t, x, z, d, e | 12.95 |
| DS-TS 100 thru 400 | 13.95 |

**MAC'S** PHASE III RACING FILTERS

NEW, UNIQUE dual stage foam air filter. Proven effective in NATIONAL and INTERNATIONAL motocross racing. MORE FLOW for MORE POWER. The secret of the system is the inner stage of foam, the X-3...flows air at an unusual high rate of speed, yet stops dirt down to sub-micron size.

| | |
|---|---|
| RM 80 all yrs (SPECIAL CAGE) | $12.95 |
| RM 100/125/250/370/400 m, a, b, c, n, t | 11.95 |
| RM 125/250/465/500 x, z, d, e | 9.95 |
| PE 175/250/400 all yrs | 12.95 |
| BEL-RAY FOAM AIR FILTER OIL | 2.50 |

### GASKET SETS GENUINE SUZUKI

Complete set of factory gaskets to rebuild your cycle.

| | |
|---|---|
| RM 80 all yrs | $ 8.95 |
| RM 100/125 m, a, b, c, n, t | 8.80 |
| RM 125 x, z, d, e | 11.80 |
| RM 250/370/400 a, b, c, n, t | 12.10 |
| RM 250 x, z, d, e | 13.25 |
| RM 465/500 x, z, d, e | 15.50 |
| PE 175 all yrs | 12.65 |
| PE 250/400 all yrs | 15.70 |

### CYLINDERS

GENUINE SUZUKI

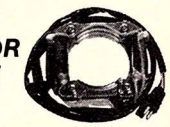
| | |
|---|---|
| RM 80 t, x | $ 66.95 |
| RM 80 z | 93.50 |
| RM 80 d, e | 99.50 |
| RM 100 all yrs | 104.25 |
| RM 125 all yrs | 114.95 |
| RM 250 t, x | 148.95 |
| RM 250 z, d, e | 110.50 |
| RM 465/500 all yrs | 154.25 |
| PE 175/250 all yrs | 143.95 |
| PE 400 t, x | 179.95 |

### KICK START LEVERS

GENUINE FACTORY

| | |
|---|---|
| RM 80 all yrs | $19.95 |
| RM 100/125 all yrs | 27.95 |
| RM 250 a, b, c, n, t, x | 29.95 |
| RM 250 z, d, e | 34.50 |
| RM 370/400/465/500 all yrs | 30.95 |
| PE 175/250/400 all yrs | 31.95 |

### STATOR PLATE ASSY.



SUZUKI FACTORY replacement assy.

| | |
|---|---|
| RM 80 all yrs. | $73.45 |
| RM 100/125 m, a, b, c, n, t, | 83.50 |
| RM 125 x, z, d, e | 88.15 |
| RM 250/370/400 all yrs | 83.95 |
| RM 465/500 x, z, d, e | 83.95 |
| PE 175/250/400 all yrs | 77.65 |

### SPROCKETS...CHAIN

**D.I.D. CHAIN** Pre-stressed, special heat treated for hardness. The winners choice.

| | |
|---|---|
| RM 80 all years | $22.95 |
| RM 100/125 m, a, b, c, n | 26.95 |
| DS 100/125...TS 100/125 TM 125 all yrs | 26.95 |

**DIAMOND CHAIN.** As hard as its name. The chain used by racers demanding the best.

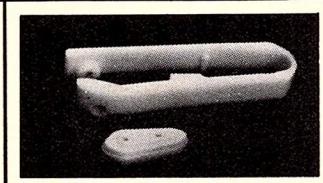
| | |
|---|---|
| RM 125/250 t, x, z, d, e | $35.95 |
| PE 175/250/400 all years | 35.95 |
| RM 370/400/465/500 all years | 36.95 |
| TM 250/ TS 250 all years | 34.95 |

**SPROCKETS COUNTER SHAFT.** Made from top grade steel, case hardened, over 60 Rockwell.

| | |
|---|---|
| RM 80 all years | $ 8.95 |
| RM 100/125/250 all years | 9.95 |
| RM 370/400/465/500 all years | 10.95 |
| PE 175/250/400 all years | 10.95 |

**SPROCKETS REAR Hardened** alloy, light weight, wears twice as long as any others.

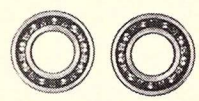
| | |
|---|---|
| RM 80 all years | $29.95 |
| RM 100/125/250 all years | 32.95 |
| RM 370/400/475/500 all years | 34.50 |
| PE 175/250/400 all years | 33.95 |



### CHAIN BUFFER SET

Set consists of swing arm buffer and lower chain guide roller. The design may vary from picture, depending on yr. & model.

| | |
|---|---|
| RM 80 all yrs | $10.77 |
| RM 100 n, t, x | 13.90 |
| RM 125/250/465/500 t, x, z, d, e | 12.35 |
| PE 175 all yrs | 12.55 |
| PE 250/400 t, x | 10.80 |



### WHEEL BEARING KIT

The best FACTORY bearings you can buy.

**FRONT**

| | |
|---|---|
| RM 80/100 all yrs | $ 9.40 pr. |
| RM 125 all yrs | 11.50 pr. |
| RM 250/370/400/465 all yrs | 12.55 pr. |
| RM 500 d, e | 19.95 pr. |
| PE 175/250/400 all yrs | 11.50 pr. |

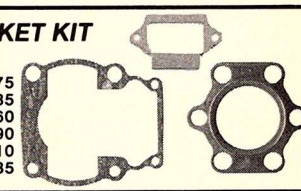
**REAR**

| | |
|---|---|
| RM 80 all yrs | $11.50 pr. |
| RM 100 all yrs | 12.55 pr. |
| RM 125/250/370/400/465 all yrs | 13.25 pr. |
| RM 500 d, e | 29.35 pr. |
| PE 175/250/400 all yrs | 14.65 pr. |

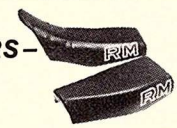
### GASKET KIT

HEAD, BASE AND REED GASKET

| | |
|---|---|
| RM 80 all yrs | $4.75 |
| RM 100/125 all yrs | 6.85 |
| RM 250/370/400 all yrs | 6.60 |
| RM 465/500 all yrs | 7.90 |
| PE 175 all yrs | 7.10 |
| PE 250/400 all yrs | 8.35 |



### SEAT COVERS– COMPLETE SEATS




**MAC** SEAT COVERS, the best quality, fits your RM and PE exactly.

| | |
|---|---|
| RM/PE's all yrs | $17.95 |

**MAC** Complete Seats

| | |
|---|---|
| RM 80/125/250/465/500 x, z, d, e | $39.95 |

Avail. in blue or black.

**MAC** TANK COVERS, protects your bike's good looks with a skin tight fit.

| | |
|---|---|
| RM 80/125/250/465/500 x, z, d, e | $19.95 |

### SHIFT LEVERS

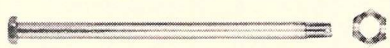
GENUINE SUZUKI replacement levers.

| | |
|---|---|
| RM 80 all yrs | $10.65 |
| RM 100/125 m, a, b, c | 9.40 |
| RM 100/125 n, t, x, z, d, e (NEW FOLDING) | 16.75 |
| RM 250/500 d, e, (NEW FOLDING) | 16.75 |
| RM 250/370/400/465 b, c, n, t, x, z, d, e | 12.55 |
| PE 175/250/400 b, c, n, t, x | 10.50 |
| PE 175 z, d, e | 11.45 |

### CRANK REBUILD KIT

Consists of GENUINE FACTORY rod, lower rod bearing, crank pin and two thrust washers.

| | |
|---|---|
| RM 80 b, c, n, t, x | $33.50 |
| RM 80 z, d, e (NEW IMPROVED BEARING) | 37.75 |
| RM 100/125 m, a, b, c, n, t, x | 35.65 |
| RM 125 z, d, e (NEW IMPROVED BEARING) | 49.95 |
| RM 250/370/400 all yrs | 53.50 |
| RM 465/500 x, z, d, e | 61.40 |
| PE 175 all yrs | 47.25 |
| PE 250/400 all yrs | 61.40 |



### SWING ARM PIVOT SHAFT AND NUT KIT.

Consists of FACTORY pivot shaft snd Castle nut.

| | |
|---|---|
| RM 80 all yrs | $ 4.75 |
| RM 100/125 m, a, b, c, n, t | 5.75 |
| Rm 125/250/465/500 x, z, d, e | 11.50 |
| RM 250/370/400 a, b, c, n, t | 11.50 |
| PE 175 c, n, t, x | 5.75 |
| PE 175 z, d, e | 11.50 |
| PE 250/400 all yrs | 11.50 |

ORIGINAL, STOCK, made to fit perfectly for each year and model. NO drilling holes, bolts right on.

**FRONT**

| | |
|---|---|
| RM 80 b, c, n, t | $29.30 |
| RM 80 x, z, d, e | 25.75 |
| RM 100/125 b, c, n, t, x | 30.95 |
| RM 250/370/400 a, b, c, n, t | 30.95 |
| RM 125/250/465/500 z, d, e | 33.10 |
| PE 175/250/400 all yrs | 30.95 |

**REAR**

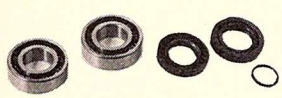
| | |
|---|---|
| RM 80 all yrs | $20.95 |
| RM 100/125 a, b, c, n, t | 37.75 |
| RM 250/370/400 a, b, c, n, t | 37.75 |
| RM 125/250/465/500 x, z, d, e | 29.30 |
| PE 175/250/400 all yrs | 38.80 |

### FENDERS

### SALVAGE

USED DIRT BIKE PARTS.
RM's–PE's
CALL FOR PRICES

### CRANK MAIN BEARING AND SEAL KIT.



GENUINE SUZUKI PARTS.
Consists of two main bearings, two crank seals and "O" ring when indicated.

| | |
|---|---|
| RM 80 all yrs | $23.25 |
| RM 100/125 all yrs | 26.80 |
| RM 250/370/400 all yrs | 30.40 |
| RM 465/500 x, z, d, e | 29.35 |
| PE 175 all yrs | 28.30 |
| PE 250/400 all yrs | 29.35 |

MIDWEST ACTION CYCLE ©

TO ORDER CALL TOLL FREE 1-800-323-0078

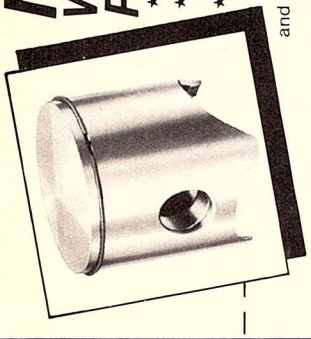
UPS, COD
VISA
MC
AMEX
WE SHIP

617 W. Wise Road
Schaumburg, IL 60193

ILLINOIS CALL (312)438-6300

NEW!! '84
WISECO MOTORCYCLE
PISTON CATALOG!

★New 1984 ATV/Motorcycle pistons and accessories in stock.
★Complete inventory of pistons and accessories for 2- and 4-cycle motocross and street bikes.
★The latest Wiseco sportswear.



Send me my new 1984 CB-21 catalog, jacket patch, and decal set. I have enclosed $1 to cover handling and postage.

Name _____ Address _____
City _____ State _____ ZIP _____

WISECO 7218 Industrial Park Blvd. Mentor, Ohio 44060 (216) 951-6600

## GUARANTEED HOLESHOTS

*(continued from page 93)*

***Down in Mexico Rob Brown (39) uses the inside line to dominate a start. Marty Tripes (34) and Robot Rodgers (62) have an outside chance if they apply rules 17 and 20.*** *Mike Van Camp*

to the tight part of the turn. Some tracks have inside starting positions that are farther away from the turn than a spot six places down. Always start on the best inside line, because most riders overrun the corner, and you will be in a position to control the line. You plan on getting there first, so you might as well be in position to come up the inside, push the pack out, and then drift to the outside. Dominate the start.

**17. THE HOLESHOT IS WON IN THE TURN**

If you aren't in the lead halfway to the turn, don't give up. The holeshot is won in the turn. Don't shut off or sit down until the last second. With your feet up and your body forward, lock up the rear wheel at the last possible instant, then sit down and hammer it hard.

**18. PRACTICE, PRACTICE, PRACTICE**

If you practice starts as often as you practice jumps, you'll never get beaten to the first turn. You need to take as many practice starts as you can possibly get.

**19. WATCH THE RACE AHEAD OF YOURS**

Learn the gate like the back of your hand. It can be your friend or your enemy. How fast does it fall? Can you see the latching mechanism? How fast does the starter pull the handle? Is there any telltale movement? Watch the races before yours and learn.

**20. HOW TO TURN A BAD START INTO A GOOD ONE**

If you get zapped out of the gate, swing wide and take the outside. Hold the throttle wide open and go around the pack. Flattrack the turn and don't shut off. When the pack bunches up behind the leaders, you have to make up all the time you lost. You can succeed by leaving the throttle on longer, going in deeper, turning outside the congestion, and at the worst, you will pass the mid-packers. □

GET UP ON THE TANK with the winners choice:
World Leader in One Piece Molded MX Replacement Seats

Made of aircraft-quality urethane, ready to install on your stock seat pan.

MAICO KTM HUSQVARNA $44.95

$39.95

Cal. Res. add 6% Sales Tax

HI-FLITE USA

SUZUKI
HONDA
YAMAHA
KAWASAKI

Red • Black • White • Blue colors available for all models. Call for other available colors.

4020 West Chandler Avenue
Santa Ana, California 92704
(714) 979-4810

A DIVISION OF OLEA INTERNATIONAL
"Manufacturers of Quality Aircraft and Motorcycle Seats"

Ask your dealer or call direct (714) 979-4810

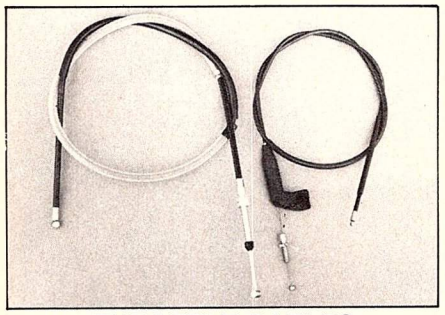
DEALER INQUIRIES INVITED

To Order By Mail

NAME _____
ADDRESS _____
CITY _____
STATE _____ ZIP _____
MAKE _____ MODEL _____ YR. _____
□ BLACK □ WHITE □ BLUE □ RED
□ CHECK □ MONEY ORDER □ C.O.D.
TELEPHONE C.O.D. ORDERS ACCEPTED

# HONDA OF NORTH HOLLYWOOD

## GENUINE HONDA PARTS



**THROTTLE CABLES**

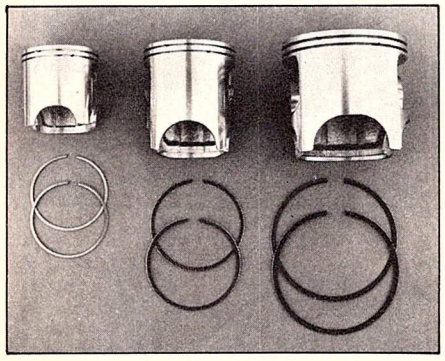
CR60/80 . . . . . $5.78
CR125R . . . . . 5.78-6.64
CR250R . . . . . 6.49-8.46
CR450/480/500 . . . . . 5.38-6.49
*Specify year and model.*

**CLUTCH CABLES**

CR60/80 . . . . . $5.78
CR125R . . . . . 6.64-6.81
CR250R . . . . . 6.18-7.41
CR450/480/500R . . . . . 6.18-7.63
*Specify year and model.*

**FRONT BRAKE CABLES & HOSE**

CR60/80R . . . . . $5.64-$6.41
CR125R/250R . . . . . 5.62-6.50
CR450R/480R . . . . . 5.62-6.50
CR125R/250R/500R Brake Hose . . . . . 32.02-35.48
*Specify year and model.*



**PISTONS**

CR60/80R . . . . . $10.56-$14.76
CR125R . . . . . 23.57-26.90
CR250R . . . . . 27.37-31.33
CR450/480/500R . . . . . 31.84-40.37
*Specify year and model, plus bore size: Std-1st-2nd.*

**RINGS**

CR60/80R . . . . . $8.82-$10.61
CR125R . . . . . 10.85-11.80
CR250R . . . . . 12.08-14.42
CR450/480/500R . . . . . 13.60-17.29
*Specify year and model, plus bore size: Std-1st-2nd.*

**NUMBERPLATE SIDE PANELS**

CR60/80R . . . (Each) $26.03-$28.89
CR125R . . . . . (Each) 24.75-28.46
CR250/450/480/500R . . . . . (Each) 26.46-28.46
*Please indicate year and model, right or left panel.*

**RADIATOR COVERS**

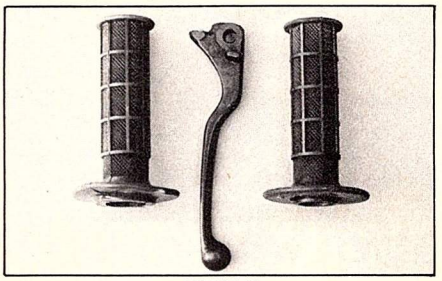
CR80R . . . . . $23.40
CR125/250/R . . (Each) 24.75-28.46

**FENDERS, FRONT**

CR60/80R . . . . . $22.31-30.09
CR125R . . . . . 18.45-32.25
CR250/450/480/500R . . . . . 34.58-39.86
*Specify year.*

**FENDERS, REAR**

CR60/80R . . . . . $11.36-$30.98
CR125R . . . . . 16.32-30.09
CR250/450/480/500R . . . . . 21.00-31.09
*Specify year and model.*



**GRIPS**

All CRs, Right or Left . . . . . (Each) $3.91
Throttle Pipes . . . . . 4.08-8.26

**LEVERS**

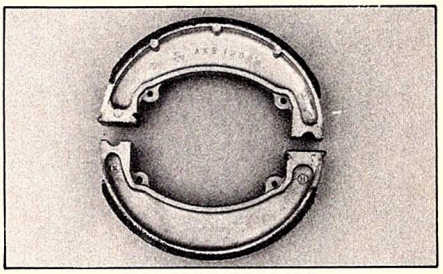
CR Brake Levers . . . . $5.02-$11.00
CR Clutch Levers . . . . . 5.02-11.00

**PERCHES**

CR Clutch (Complete) $9.50-$12.50
CR Brake . . . (Complete) 9.50-12.50

**SHIFT LEVERS**

CR60/80R . . . . . $14.38-$18.60
CR125R . . . . . 18.60-33.80
CR250R . . . . . 19.26-34.58
CR450/480/500R . . . . . 26.30-34.58
*Specify year and model.*



**BRAKE SHOES**

CR60/80R . . . . . (Each) $3.47-$4.31 (Specify F or R)
CR125/250/450/480 . . . . . (Each) 6.18-7.60 (Specify F or R)
CR125/250/500 Pads, Front . . . . . (Each) 13.72

**FORK SEAL KITS**

CR60/80R . . . . . $8.50-$9.40 (Each Seal & Wiper)
CR125R . . . . . 8.16-10.20 (Each Seal & Wiper)
CR250/450/480/500R . . . . . 7.60-9.50 (Each Seal & Wiper)

**CLUTCH PLATES**

CR60/80R . . . . . (Each) $4.15
CR125R . . . . . (Each) 4.15-4.41
CR250/450/480/500R . . . . . (Each) 4.28-4.96

**GENUINE HONDA SHOP MANUAL**

CRs . . . . . $16.60-$20.75
*Specify year and model.*

We are one of the largest mail-order suppliers of genuine Honda parts in the U.S. We ship anywhere. We don't have catalogs . . . every part on your Honda motorcycle is our "catalog." In the Los Angeles area, we sell and service all Honda motorcycles. Please visit us if you're in the area. 5626 Tujunga Avenue, North Hollywood, CA 91601.

## WE ALSO CARRY A FULL SUPPLY OF XR AND ATC PARTS **WE STOCK EVERYTHING!**

Genuine and Aftermarket • If you don't see it, call!

## TO ORDER CALL **(213)766-6134**

WE SHIP UPS-COD OR CHARGE IT USING YOUR VISA-MASTERCARD OR AMERICAN EXPRESS CARD

**HONDA OF NORTH HOLLYWOOD • 5626 TUJUNGA AVE. • NORTH HOLLYWOOD, CA 91601**

Miller HIGH LIFE

# SUPERBOWL OF MOTOCROSS

## Sat., Feb. 25
## ATLANTA FULTON COUNTY STADIUM

Wrangler SUPERCROSS SERIES

- Tickets at Honda Dealers, SEATS, Stadium Box Office, & Chargeline (404) 577-9100.
- SEE THE FACTORY PROS!
- Mini Expert and ATC Supercross Series
- Amateur Race, Sun., Feb. 26, Atlanta Stadium, CALL SUPERSPORTS (813) 822-8929.

SMC PRODUCED

INSPORT TOUR EVENT

## SUPERCROSS DISCOUNT COUPON

Save $3 on $15 and $12 tickets through mail order only. Children 10 years and under ½ price of regular adult priced tickets. Offer expires Feb. 15th. Make checks payable to and mail to Supercross, P.O. Box 4064, Atlanta, GA 30302. 24 Hour Recorded Information (714) 494-3684. Chargeline or Questions (404) 577-9100.

| ADULT | # TICKETS | | CHILD | # TICKETS | | SUB-TOTALS |
|---|---|---|---|---|---|---|
| $15 @ $12 X | _____ | = _____ | $7.50 ..... X | _____ | = _____ | =$ _____ |
| $12 @ $ 9 X | _____ | = _____ | $6.00 ..... X | _____ | = _____ | =$ _____ |

TICKETS WILL BE PROCESSED ONLY IF SERVICE CHARGE IS INCLUDED.

+$2.00 per order service charge $2.00

ORDER TOTAL $_____

*Please enclose a stamped self-addressed business size envelope. Tickets will be returned to you in this envelope...otherwise they will be held at WILL CALL WINDOW.

You can charge your tickets ☐ VISA ☐ MASTERCARD

MXA-3-84 GAMS 84

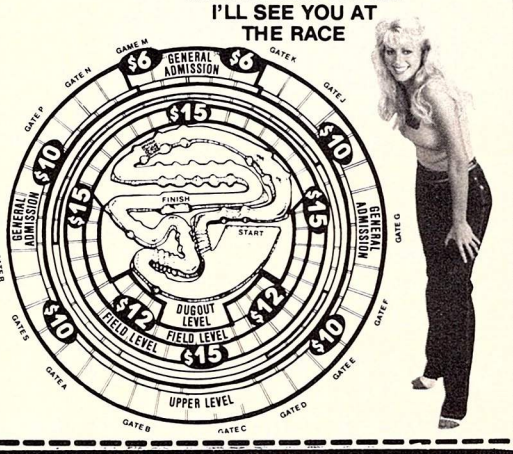
Account #_____ Interbank #_____ Exp. Date_____

Name _____ Day Phone (  )_____

Address _____

City _____ State_____ Zip_____

MISS MILLER SAYS... I'LL SEE YOU AT THE RACE



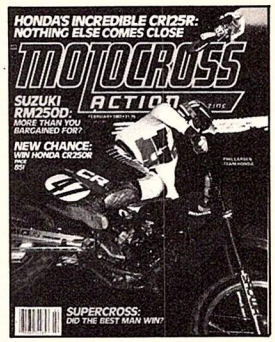

Taste diet Coke Trade-mark® TOYOTA TRUCKS ALIVE TURTLE'S DIRT BIKE MOTOCROSS ACTION GATEWAY INN HI-FI BUYS HONDA

# FOR THE MAN WHO DOESN'T WANT TO MISS A THING!

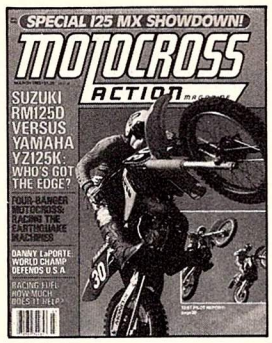
# MOTOCROSS ACTION MAGAZINE BACK ISSUES

**How often have you wanted to read up on a special bike test of the past or recheck some hop-up article? Here's your chance to get another look.**

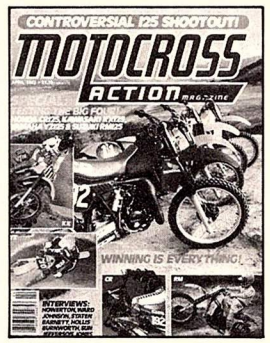
☐ **JANUARY '83**
Special U.S. victory issue, Maico 250, Husky 500, Injury tech, Rider of the Year



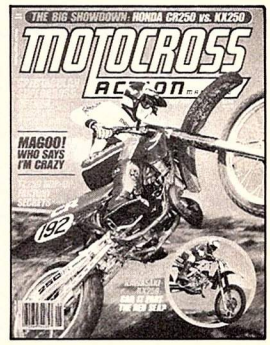

☐ **FEBRUARY '83**
Honda CR125R, Suzuki RM250D, Yamaha PW80, San Diego Supercross


SPECIAL 125 MX SHOWDOWN!
MOTOCROSS ACTION
SUZUKI RM125D VERSUS YAMAHA YZ125K: WHO'S GOT THE EDGE?
DANNY LaPORTE: WORLD CHAMP DEFENDS U.S.A.

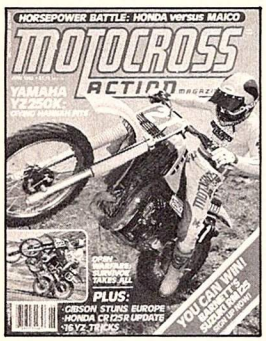
☐ **MARCH '83**
Suzuki RM125D, Yamaha YZ125K, KTM 125MX, Tokyo Supercross



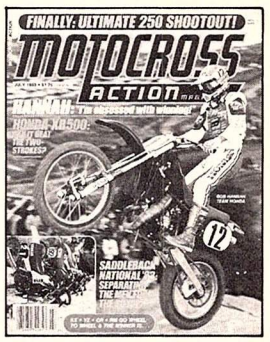

☐ **APRIL '83**
125 Shootout; CR, KX, YZ, RM; Golden State Series, Trailer Tips, YZ125 Tricks



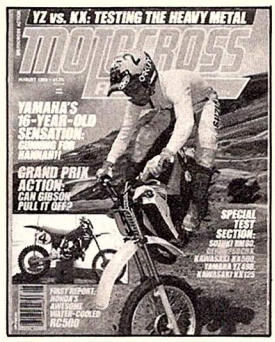

☐ **MAY '83**
Supercross opener; Magoo; YZ250 hop-up; Kawasaki KX250



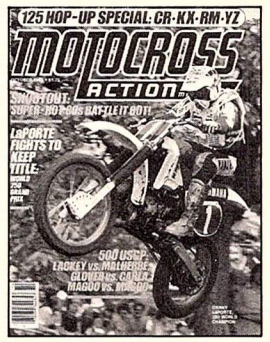

☐ **JUNE '83**
Yamaha YZ250K; 16 YZ tricks; HP battle—Honda vs. Maico




☐ **JULY '83**
Hannah; Ultimate 250 shootout; Honda XR500; Saddleback National '83




☐ **AUGUST '83**
KX125, YZ490, KX500, RM80, Maico hop-up, Ron Lechien, 125 & 500 GP



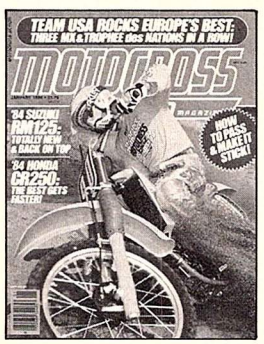

☐ **OCTOBER '83**
80cc shootout, RM-CR-YZ-KX 125 hop-ups, Carlsbad USGP, Pittsburgh, Trick stuff

THE TRUTH ABOUT THE ROSE BOWL: WHY BAILEY WAS BOOED!
FIRST LOOK: ATAC OF THE '84 HONDA CRs!
MOTOCROSS ACTION
U.S. TEAM SHOWDOWN: ARE THEY REALLY THE BEST?
ATV SUPERCROSS: ARE YOU MISSING OUT?
UNADILLA GP:

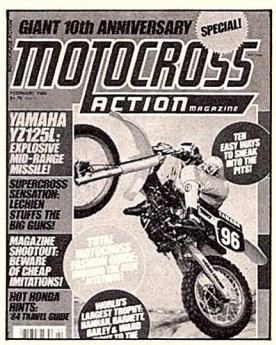
☐ **NOVEMBER '83**
Husky 250CR, Rotax 560, ATC Supercross, Rose Bowl, Danny LaPorte, Unadilla USGP

1984 HONDA CR125: BIKE OF THE YEAR, AGAIN?
MOTOCROSS ACTION
10 EASY STEPS TO IMPROVE YOUR LAP TIMES!
TURN YOUR OLD BIKE INTO A WINNER!
TEAM YAMAHA'S 1984 WORKS BIKES:

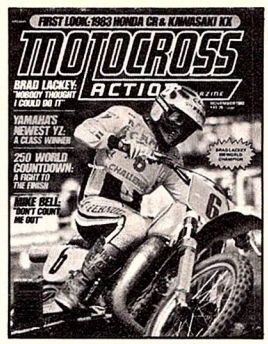
☐ **DECEMBER '83**
CR125R, CR480 hop-up, Midwest hop-up companies, How to improve lap times



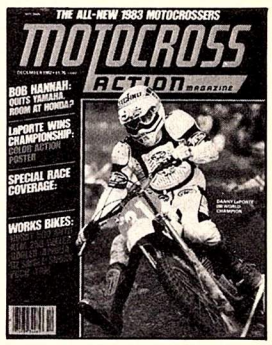

☐ **JANUARY '84**
CR250R, RM125E, Mark Barnett, MX & Trophee des Nations, How-to pass


GIANT 10th ANNIVERSARY SPECIAL!
MOTOCROSS ACTION
YAMAHA YZ125L: EXPLOSIVE MID-RANGE MISSILE!
TEN EASY WAYS TO SNEAK INTO THE PITS!

☐ **FEBRUARY '84**
Tenth anniversary special, YZ125, *Dirt Bike* parody, Rider of the Year


FIRST LOOK: 1983 HONDA CR & KAWASAKI KX
MOTOCROSS ACTION
BRAD LACKEY: 'WORST THOUGHT I COULD DO IT'
YAMAHA'S NEWEST YZ: A CLASS WINNER
250 WORLD COUNTDOWN: A FIGHT TO THE FINISH
MIKE BELL: 'DON'T COUNT ME OUT'

☐ **NOVEMBER '82**
World Champ Brad Lackey, YZ100, '83 CRs & KXs, Mike Bell, RM125-100




☐ **DECEMBER '82**
'83 YZ, RM, CR, KX, Can-Am, Danny LaPorte, Husky 4-stroke & Auto, Europe

## ORDER NOW!

Please send me the magazines I have checked. I enclose $1.75 plus 75 cents postage and handling for each magazine. Canada add $1.50, all other foreign add $2.50, postage and handling each copy ordered. (U.S. funds, please.)

Send to: ***MOTOCROSS ACTION* BACK ISSUES**
P.O. Box 9502 • Mission Hills • CA • 91345-9502

Name _____

Address _____

City/State/Zip _____

MXA3-4

# SHOWCASE

## MOTOCROSS ACTION

**ILLEGAL!** Prices for top-name products on pages 44 and 45 are so low they should be against the law!

**MOTOCROSS DISCOUNT APPAREL!** JT V2000 in all colors, **$79.95**; HRP Flak Jaks, **$64.95**; AXO Malherbe boots, **$143.95**; White Gaerne boots, **$119.95**; Simpson Model 52 helmets, **$109.95**; Bell Moto 4s in stock; JT Half-Breed gloves in all colors, **$25.95**. We have a large inventory of JT and Answer apparel, Sidewinder sprockets, Metzeler tires, Bel-Ray lubricants and more! VISA and MasterCard accepted. CALL NOW! *VINNIE'S COMPETITION CYCLE SPORTS, INC.*, 20 Route 10, East Hanover, NJ 07936; (201)428-1735.

**ENDURO RIDERS!** Sprocket selecting made easy with Computer Speed Charts. Send gear ratios, top speed, front and rear sprocket sizes and only $9.95 to *SPROCKET SELECTOR CHARTS*, P.O. Box 1604, Great Bend, KS 67530.

**IS IT TRUE** you can buy Jeeps for $44 through the U.S. Government? Get the facts today! Call (312)742-1142, Ext. 6205.

**REPS/ENTHUSIASTS**—We are a rapidly growing company with a product line to match. Prime territories available to the right persons. Midwest and Eastern USA. Contact Chuck Gordon, *HALLMAN RACING EAST*, (312)543-5247.

One of the **LARGEST INVENTORIES** of MX goodies in the United States. We have it all! JT, DG, Fox, Esprit, Bell, Metzeler, Scott, Simpson, O'Neal and more. Don't be fooled by the fly-by-night mail order rip-off shops operating out of their basements or tool sheds. We will meet or beat any advertised price and you will have the goodies in two days. P.S.—We don't have a catalog, so use this magazine as your free catalog. *TORQUE CENTER U.S.A.*, Milwaukee, WI; (414)786-4420.

**PARTS AND BIKES**—KTM, Penton, Maico, Husqvarna, Hercules, Sachs, DKW, Hodaka, Rokon, SWM, Fantic, Montesa, Italjet, Cagiva. *Expert shock rebuilding. LETKO COMPETITION CYCLES,* 86th & Parallel Parkway, Kansas City, KS 66112; (913)334-2410. UPS DAILY. VISA and MasterCard.

**MAICO'S LARGEST DEALER!** Barry Higgins, "the Maico Meister." 1983s in stock and on sale! 250 Spider, $1599; 490 Spider, $1699. 1983 Husqvarna 430WR, $2595; 1984 250WR, $2450. 1984 125 KTMs in stock—$1900. Large parts inventory. UPS daily. **Ohlins service center.** *H&H MAICO-HUSQVARNA-KTM SALES,* 310 Bankhead Hwy., Mableton, GA 30059; (404)941-9184.

**MOTO-X MADNESS 1984 SUPPORT PROGRAM**—Join the fastest-growing team in the U.S. Support available in all classes. Send qualifications. Catalog and sticker $1.00. *MOTO-X MADNESS,* 4511 S. 6th St., Milwaukee, WI 53221; (414)481-5163.

**KTM! KTM! KTM!**—MOTORCYCLES—PARTS—SERVICE. Special prices on all mail-order items. *BRIGHTON KTM,*327 Walnut, Brighton, CO 80601; (303)659-5419.

**RACER SUPPORT FOR 1984**—Krause Racing is expanding its program of racer assistance for the 1984 season. Six levels available from novice to top professional. Call or write for details: *KRAUSE RACING*, 305 E. North Ave., Northlake, IL 60164; (312)344-2233, Ext. 2000.

**INVENTIONS, IDEAS, NEW PRODUCTS WANTED!** Industry presentation/national exposition. (800)528-6050. Arizona, (800)352-0458. X831. *IMI-MOTR,* 701 Smithfield, Pittsburgh, PA 15222.

**FIREWORKS**—Fun, safe, patriotic; top quality, lowest prices, illustrated catalog—$1.00 (refundable). *PYRO-SONIC DEVICES,* Box 711 MS4, Grand Haven, MI 49417.

**METZELER TIRE**—America's #1 selling OFF-ROAD tires. A complete line of STREET and OFF-ROAD tires. **FREE SHIPPING IN CONTINENTAL U.S.** Same-day service. Tire Factory accepts VISA, MasterCard, or UPS—C.O.D. For a free brochure and prices write *TIRE FACTORY*, 530 San Ramon Valley Blvd., Dept. MXA, Danville, CA 94526; (415)838-0458.

**JAWA & CZ PARTS AND ACCESSORIES!**—Shipped UPS daily. *JB CYCLERY,* 17468 RD #25, Madera, CA 93638; (209)674-4788.

### *ON ANY SUNDAY II*

"The Ultimate Motorcycle Movie"

**NOW AVAILABLE ON VIDEO CASSETTE (VHS & BETA)**

**GREAT PRICES!**
PLUS HUNDREDS OF OTHER GREAT TITLES TO CHOOSE FROM, INCLUDING:

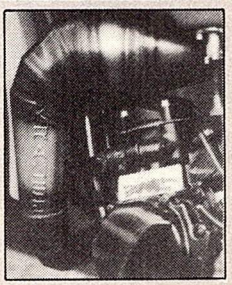
Rock Concerts • Science Fiction • Horror • Martial Arts • Action • Children • and Video Games. Send $1.00 for catalog (deductible with first order)

**MERLIN MAIL**, 12021 WILSHIRE BLVD., SUITE 7777, MX-1, LOS ANGELES, CALIFORNIA 90025

NAME _____
ADDRESS _____
CITY _____
STATE/ZIP _____

CATALOG ORDERS OUTSIDE APO, FPO, CANADA & U.S. ZIP CODES ADD $5.00

## KANNON PIPES



**"Holeshots Guaranteed!"**

***KRAUSE RACING***

305 E. North Ave. • Northlake, IL 60164 • (312) 344-2233

## PSI HOT PIPES

**THEY'RE BURNING UP THE COMPETITION!!!**

"Works-like" style and performance! All cones hand-rolled and built by craftsmen. Easy installation.

Used by the Midwest's "WINNINGEST" riders: Junior Jackson, Greg Randa, Jim Veugeler, and Billy Tuman!

Available for '84: CR80-125-250 • YZ80-125-250 • KX80-125-250 • RM125 & Cagiva 125 • All 80-125s—$129.00 • All 250s & Cagiva 125—$139.00 • KDX200—$139.00

**PSI, INC.**

SAME DAY UPS!

**PSI, INC.**
**3613 S. Green Bay Rd.**
**Racine, WI 53403; (414)554-5192**

**3-Rate adjustable Spring Kit, 18, 19½, 21 lbs./inch for riders weight or track condition. Available for 33 (Minis), 38, 40, 42, 43 mm forks. Sugg. Retail $49.95. ATK Rear Spring—$59.95. A-Trak Chain Torque Eliminator Device—$99.00. Contact your dealer.**

**A-T-K**
**ATK LEITNER CORP.**

**2650-C Walnut Ave.**
**Tustin, CA 92680**
**(714) 731-5114**
**(800) 854-4023**
**(Outside CA.)**

# WHY IS EVERYONE TALKING ABOUT THE ALL-NEW *CRASH & BURN*

SOME PEOPLE ARE SAYING WE WENT TOO FAR IN THE NEW FEBRUARY ISSUE OF *CRASH & BURN*. WE'LL LET YOU BE THE JUDGE, BUT HERE IS WHAT SOME PEOPLE HAD TO SAY:

**RICK SIEMAN**—*"I had nothing to do with it. What? You liked it? Yeah, I slaved for days on it and . . ."*
**GARY BAILEY**—*"This is the best example on how NOT to ride that I've ever seen!"*
**JIM HOLLEY**—*"The guys in these photos are totally rad! How do they do that?"*
**RODNEY DANGERFIELD**—*"And I thought I didn't get no respect. I tell ya, who are those poor saps?"*
**BOB HANNAH**—*"At least I made the cover."*
**EMILY LATELLA**—*"What's all this I hear about crash & buns?"*
**ANN LANDERS**—*"You people are sick and need professional help!"*
**MAGOO CHANDLER**—*"This magazine is what made me what I am today."*
**RONALD REAGAN**—Unavailable for comment.
**ALLEN FUNT**—*'Smile, you're on Crash & Burn!"*
**LARRY HUFFMAN**—"This brings new meaning to the term 'thrills, chills & spills.' "
**BROOKE SHIELDS**—*"I think this is in bad taste."*
**WOLFMAN WEBB**—*"Uuuugh, WOW, look at that one! Gag! Yiiii, check out this one! Whoooaa, this is great!"*
**HOWARD COSELL**—*"Saddleback Park: Mark Barnett, the gifted one, made his move, right here, on Jeff 'White Boots' Ward. But . . . it was not to be . . . ."*
**STEVEN SPIELBERG**—*"I can't wait for the movie!"*
**DENNIS COX**—*"Is that real blood or ketchup?"*
**J.T. GREGORY**—*"I'd never advertise in that magazine!"*
**ROLAND HINZ**—*"Who's going to pay for all this?"*
**TOMMY HINZ**—*"The gorilla didn't really die, did he, Daddy?"*

Amaze your friends. Be the hit of the party and order your copy of February '84 *CRASH & BURN* today! But wait, there's more! If you act now, you will not only receive the entire issue containing over 150 hilariously gruesome photos of doom, but you'll receive your copy in a personalized envelope with *your* name on it (for no extra cost!). Fill out the coupon below and send it in today!

This is for me! Send me _____copies of *CRASH & BURN* • February '84

Name _____

Address _____

City _____

State/Zip _____

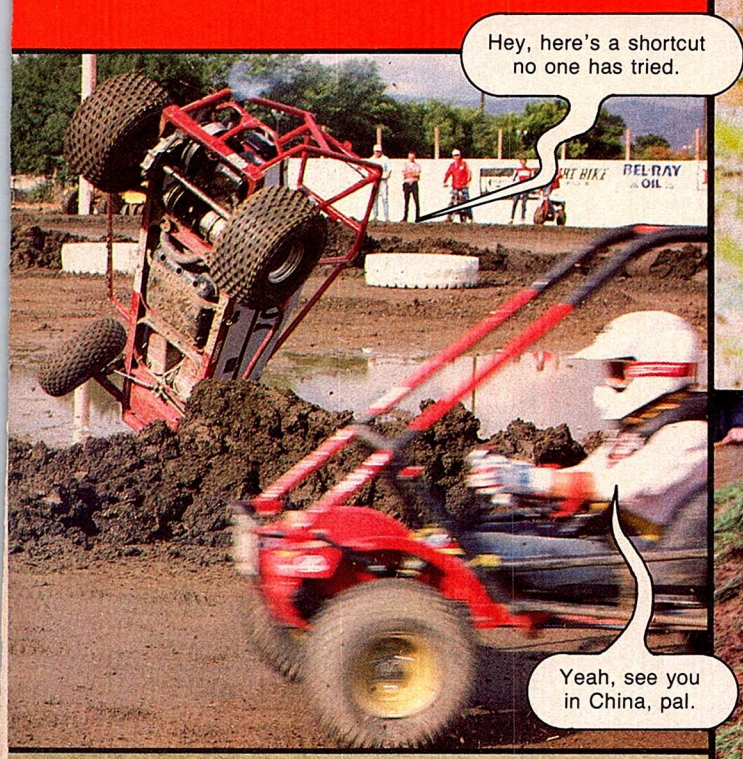
Make your check or money order payable to *CRASH & BURN*, February '84, Box 9502, Mission Hills, CA 91345-9502. Please enclose $2.50 plus 75 cents postage and handling for each copy ordered. Canada add $1.50 and all other foreign add $2.50 postage and handling for each copy ordered. All items will be shipped surface mail. U.S. funds, please. Thank you.

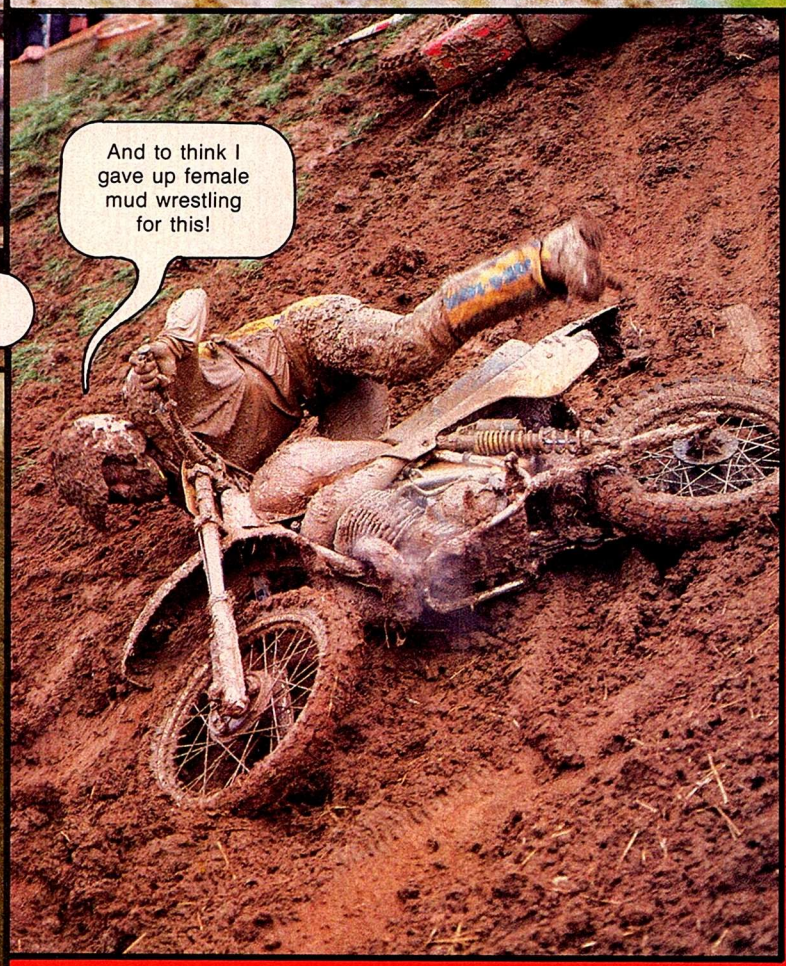
*MXA3-4*

# Crash & Burn

*IN CASE YOU LIKE READING BACK TO FRONT, USE THIS AS THE FRONT COVER.*

**NEWS FLASH:**
MIDGET DROWNS IN BOWL OF CHILI.
FILM AT ELEVEN!



**DON'T PUT THIS MAGAZINE BACK ON THE RACK; BUY IT!**

O'NEAL $99.95 SPECIAL MOTO X-FOX
O'NEAL, FOX, GRIFFS OR CEET: PANTS, JERSEY AND GLOVES

O'NEAL ULTRA-LITE 2 BOOTS . . . . . $129.95
Assorted Colors—Free Socks

FOX QUICK DRAW BOOTS . . $119.95
Free Socks

HI-POINT BOOTS . . . . . $139.95
Free Socks

METZELER TIRE DEAL . . . . . $99.95
3 x 21 & 4.10 or 4.50 x 18

MINI-METZELERS IN STOCK . . . . . $34.95
4.10 x 14 or 2.75 x 17

BELL MOTO 3s . . . . . $99.95
BELL MOTO 4 . . . . . $139.95

NEW SCOTT GOGGLES . . . . . $18.95
Black . . . . . $21.95
Free Lens

NEW MINI SCOTT GOGGLES: $11.95
Free Lens

ARAI MX80 HELMET . . . . . $109.95
Non-Vented
New Vented Solid Color . . . . $129.95
New Vented Tri-Color (Lackey Replica) . . . . . $139.95

SHOCK MODS . . . . . From $24.95
RM, YZ & CR Mods, Rebuilds & Seal Replacement. 24-Hour Service or Shipped Same Day

JT HALF-BREED GLOVES . . . . $29.95
Free JT Mud Gloves

JT HALF MASK AND MOUTH TRAP . . . . . $12.50
Assorted Colors

FREDDIE SPENCER/WES COOLEY/ DALE SINGLETON . . . . . $139.95
Factory Replica ARAIs

PLASTICS PACKAGE . . . . . $49.95
Red, Yellow or White
Front & Rear Fenders & Side Panels (With Radiator Scoop add $11.95)

O'NEAL TEAM REPLICA BARS . . . . . $16.95
With Crossbar Pad—Assorted Colors

ONE OF THE NATION'S LARGEST JT DEALERS.
WE WELCOME CANADIAN, ALASKAN & HAWAIIAN ORDERS.
WE ACCEPT MASTERCARD AND VISA
End your order with: "TORQUE CENTER IS NUMBER ONE!" and we pay for the phone call!

JT WE WILL MEET OR BEAT ANY ADVERTISED PRICE CYCLE AM
TORQUE CENTER
MILW. WI
(414)786-4420
UPS DAILY

### *VANCOUVER SUPERCROSS*

*(continued from page 67)*

Gary Kuest. Chuck Sun holeshot the fourth heat but stalled his engine and was forced to come from last to first ahead of Eric Eaton, Jim Anderson and Rudi Zascko.

**IN THE HEAT OF THE NIGHT**

After the Semi and Consi, the riders line up for the Final in front of 15,000 fans. Eric Hall pulled the holeshot but crashed out of the race before the end of the first lap, handing the lead over to Maico holdout Eric Eaton. Chuck Sun was in second, but under intense pressure from a fast-closing Phil Larson. Larson swept outside of Sun while heading into a series of small jumps and rocketed into second.

Larson, from Bremerton, Washington, caught fellow Washingtonian Eaton quickly, but Eric pulled a surprise by stalling out the Honda support rider and then pulling away.

As Eaton opened a lead back up on Larson, Eric suffered a mental lapse and went down, handing his hard-fought lead over to the Honda rider. Chuck Sun narrowed his sights on Larson and started a late-moto charge, only to be taken out by lappers in the jumps.

**PHIL LARSON WINS IN CANADA**

"It was squirrelly out there," said Larson. "The track was full of ruts and the soft dirt sucked the tires in, but I didn't change my style. I rode flat-out." Larson wasn't concerned about the hard charges of Eaton and Sun because, "I've raced against them before and beaten them. I knew I could do it again."

Sun, meanwhile, recalled his crash. "I thought I had it until I hit the lapper on the double jump. I was committed to jump when he pulled in front of me. I shut off. I caught the lip of the second jump and that was it. That's racing. I could have missed him."

Top Canadian in the race was Serge Gregoire, who rode to second after Sun's and Eaton's demise. Right behind Gregoire was Terry Hofoss.

Plans for the future call for a National Supercross series for Canada, with Vancouver part of a schedule that includes Montreal, Toronto and Calgary. ☐

**RESULTS: VANCOUVER SUPERCROSS**

| | | |
|---|---|---|
| 1. | Phil Larson | Hon |
| 2. | Serge Gregoire | Yam |
| 3. | Terry Hofoss | Yam |
| 4. | Doug Hoover | Yam |
| 5. | Bob Buffaloe | Hon |
| 6. | Jari Heinonen | Yam |
| 7. | Allan Dyck | Hon |
| 8. | Tim Krogh | Hon |
| 9. | Chuck Sun | Hon |
| 10. | Rob Van Diemen | Suz |

WE'VE GOT YOU COVERED

Looking for action, excitement, and high performance in the ATV world? Just slide open an issue of *Dirt Wheels*. We've got you covered with all the latest tests, radical racing, inside info, top-secret tricks and outrageous flips the sport has to offer.

**WE'LL EVEN COVER SOME OF THE COST! SUBSCRIBE NOW AND SAVE ALMOST TEN BUCKS!**

For only $14.98 you can have *Dirt Wheels* dropped on your doorstep every month for an ENTIRE YEAR.

You could buy it at a newsstand and pay an extra $9, but that's only if it's not *sold out*.

Why take chances? Why waste money? Subscribe today and *Dirt Wheels* will have you covered with every issue at a price you can afford.

dirtwheels MAGAZINE

**SUBSCRIBE NOW!**

Just fill in your subscription order below and mail it with your check, money order or charge account information to:

***Dirt Wheels* Subscription Department**
**Post Office Box 9502**
**Mission Hills, California 91345-9502**

☐ I'm playing it smart this year. Please enter my subscription as follows:
☐ Two-Year Subscription—$25.95* (regularly $48.00 at the newsstand)
☐ One-Year Subscription—$14.98* (regularly $24.00 at the newsstand)
☐ I am a new subscriber
☐ Please extend my current subscription
☐ My check or money order is enclosed
☐ Please charge to my: ☐ VISA ☐ MasterCard

Card No. _____
Exp. Date _____
Signature _____
Name _____
Address _____
City _____
State/Zip _____

*Canadian subscribers please add $4 for one-year subscription and $8 for two-year subscription additional postage and handling. Foreign subscribers please add $5 for one-year subscription and $10 for two-year subscription additional postage and handling. All Foreign and Canadian please use international money order in U.S. funds only. THANK YOU!

MXA3-4

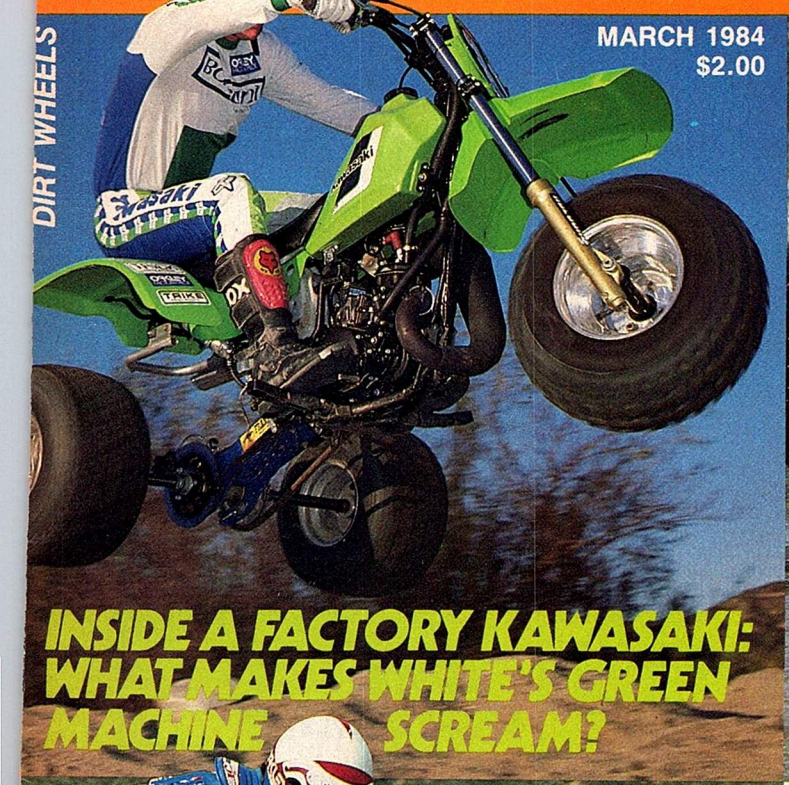
FIRST LOOK

# YAMAHA'S AWESOME TRI Z 250!!

WPS 37906

THE #1 ATV MAGAZINE

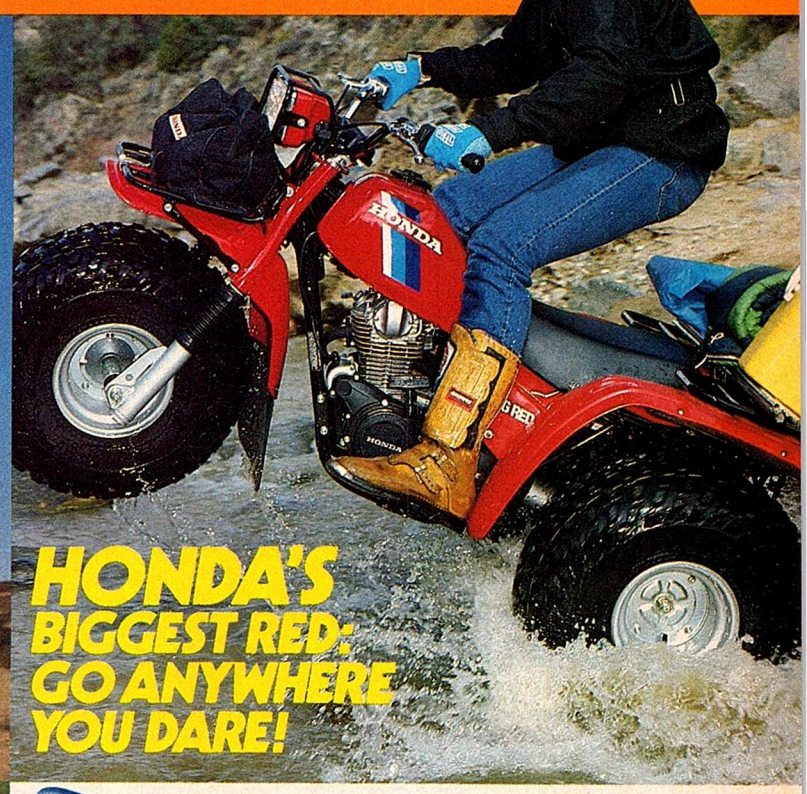
# dirt wheels MAGAZINE



DIRT WHEELS

MARCH 1984
$2.00

## INSIDE A FACTORY KAWASAKI: WHAT MAKES WHITE'S GREEN MACHINE SCREAM?



## HONDA'S BIGGEST RED: GO ANYWHERE YOU DARE!

## HONDA ATC250 HOP-UP: LOW BUDGET, HIGH TECH!

## BAJA CROSS SHOW-DOWN

## FIRST FLYING ODYSSEY: AHEAD OF ITS TIME!

## YAMAHA'S NEW 4-WHEELER: HOTTER THAN A QUAD?

ISSN 0745-0192

# FREE HAT & SHIRT

That's right. If you buy a CRF hand-formed Rocket Pipe and high performance Rocket Reed kit for the regular price, you can have a CRF logo hat and T-shirt — FREE! CRF backs the Rocket Pipe with the only Money-Back Performance Guarantee in the business, so you know it works! Rocket Reed kits flow more air at a higher rate to help retain vital low and midrange power — even with highly-ported engines. Don't delay — offer good only until Mar. 31, 1984. For the following current machines:

**MINIS**
Hon CR80 '84
Kaw KX80 '80-84
Yam YZ80 all
Reed kits: $69.00
Pipes: $119.00

**125's**
Hon CR 125 '80-84
Kaw KX125 '80-84
Yam YZ125 '78-84
Suz RM125 '79-84
Reed kits: $75.00
Pipes: $139.00

CRF offers a complete line of high performance engine products including Mikuni and Lectron carbs, Uni filters, Answer silencers, exclusive Dynoflow Porting and much more. Send $3.00 for brand-new catalog of goodies. All orders C.O.D. cash only — no prepaids, please! Sorry, no foreign or Canadian orders.

**250-OPEN**
Hon CR 250 '83-84
Kaw KX250 '83-84
Yam YZ/IT400-495 '80-84
Reed Kits: $75.00
Pipes: all $149.00 except Honda: $159.00

Suz RM250Z-D
Yam YZ250 all

CRF
CROTCH ROCKET FACTORY
Box 2084, Goleta, CA 93118
(805) 683-1426



# SICK OF CLEANING YOUR AIR FILTER?
## THROW THE DIRT AWAY
## USE NEW DISPOSABLE FILTER ELEMENTS

- made of quality polyurethane foam
- no more mess washing out dirt
- fast, easy, clean • plastic mitts included
- maintain longer engine life, top performance
- no left-over dirt to wear or clog

*SET OF FOUR — FOR A MONTH OF SUNDAYS*

**$12.95** plus $1.50 shipping
Calif. Res. add 78¢ tax
C.O.D. $1.65 extra
Specify size / model / year

**R.A.T. RACING**
6294 ANDERSON ROAD
FORESTVILLE, CA 95436
(707) 887-7776



# FREE! '84 FOX CATALOG

The totally awesome '84 MOTO-X FOX CATALOG is available FREE of charge. Send just $1 to cover postage & handling and you'll receive our 48 page color-drenched catalog filled with the best values in motocross. You get more for your money with Fox. Don't get ripped off, get Foxed Out!

Enclosed please find $1.00 to cover postage and handling, please rush my copy of the awesome 1984 MOTO-X FOX CATALOG.

Name:_____ MXA

Address:_____

City:_____ State:_____ Zip:_____

**Send to: MOTO-X FOX, 520 McGLINCY LANE, CAMPBELL, CA 95008 USA**


### *THREE SECONDS FASTER*

*(continued from page 52)*

going ten-tenths to each turn. No more slowing down and coasting in.

When the race comes around, you just apply the same tricks to the track during practice, or you can even watch someone else's race and mark the braking points of someone who is doing it right. Then try to duplicate his feats. After a few days of practicing with the markers, you won't need them anymore, but use them as long as necessary.

You can also get sophisticated with your brake markers. Many road racers try to disguise their true braking points so that their opponents don't know when or where they will react. Stack a couple of rocks on top of each other, tie a ribbon on the fence, shovel a pile of dirt out of the track or spray paint the ground, and your brake marks will remain yours alone.

**THE MAIN THING**

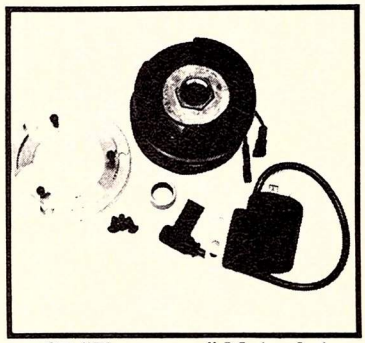
The main thing to remember is that braking points will only work if they are at the maximum point of deceleration. You must go in deep. Even when you begin to tire out, you should always go in as deep as your mark.

To make this roadrace trick work, you have to be totally on the gas or totally on the brakes. Go in deeper and come out faster, but go in deep every time. That is the secret. □


SD RACING

# More Everything!

—Low end, top end, midrange, wider power band and more acceleration. SD Racing has a completely new approach to ATC and motorcycle horsepower...real "Firepower" for your sled with SD mods and "Firepower" products!



**SD "Firepower" Motoplat Ignition System Kit**

Now you can bolt on a fully adjustable timing system that eliminates the stock rev limiter. No modifications needed—complete kit includes Motoplat field coil, stator and rotor, fully machined retaining ring, spacer & mounting screws. Available for all current motocross bikes.

*Shop hours M 10-5, T-F 8-5*

*7272 Saturn Dr. #G Huntington Beach, Ca 92647*
*(714)841-0631*

# BRING THE EXCITEMENT OF SUPERCROSS INTO YOUR LIVING ROOM TODAY!

Now you can experience the thrill of Supercross in the comfort of your home! You don't even have to move out of your chair to get into the middle of the action: accelerating on the straightaways, slamming around berms and leaping over jumps! You can be nose to nose with the Pros, catching all the action, the spills and thrills of the hottest stadium sport around. . . SUPERCROSS ON HOME VIDEO!

For a limited time, we are offering a one-hour ½-inch video tape of the Miller High Life SUPERBOWL OF MOTOCROSS XII, which was held August 6, 1983, at the Rose Bowl in Pasadena! See Team Honda's David Bailey and Suzuki's Mark Barnett battle it out for the 1983 Supercross title in this, the final AMA Supercross race of the year. Plus you'll see Team Yamaha's stars Broc Glover and Ron Lechien and all the rest in this exciting race!

Also available for a limited time is the action-packed 1982 Miller High Life San Diego Supercross Finals! There's plenty of slow-motion and instant replay so you don't miss a move in this classic Supercross battle!

**HOW DOES IT HAPPEN?!**

There are three (3) ways to order your Home Video below. Pick one, and order your Supercross Video Tape today! (PLEASE NOTE: OTHER VIDEO TAPES AVAILABLE INCLUDE THE SPORTS OF SKIING, WIND SURFING AND HANG GLIDING! SEE THE LIST BELOW!)

1. Call (800) 522-1500, Extension 9, and order C.O.D. or charge to your VISA or MasterCard.
2. Send in the coupon below with your check or money order for $39.95 plus $4.00 shipping and handling per tape. (California residents, please add 6½% sales tax.) NO CASH, PLEASE!
3. Charge by mail. Fill out the coupon below and include the appropriate charge account information for your VISA or MasterCard.

**PLEASE SEND ME THE FOLLOWING TAPES**

*QUANTITY* *TITLE OF TAPE*

_____ MILLER HIGH LIFE SUPERBOWL OF MOTOCROSS XII (60 minutes)
_____ SAN DIEGO MILLER HIGH LIFE SUPERCROSS FINALS (60 minutes)
_____ MAUI WIND SURFING GRAND PRIX
_____ 1983 PRO SKI TOUR NATIONAL FINALS
_____ 1982 WORLD SPEED SKIING CHAMPIONSHIPS
_____ 1981 PRO MOGUL SKI FINALS
_____ TUMBLE ONE AVIATION SPECIAL (TELLURIDE AEROBATICS HANG GLIDING, 1982; ALBUQUERQUE BALLOON FIESTA, 1982; AND STUNT FLYING)

All tapes $39.95 plus $4.00 handling charge/California 6½% sales tax. **ATTENTION FOREIGN RESIDENTS:** NTSC Format is available. Please note when ordering.

Mail to: SUPERCROSS VIDEO TAPE, Post Office Box 9501, Mission Hills, California 91345-9501.

*Please allow 4 to 6 weeks for delivery.*

**CHECK ONE:**

☐ VHS ☐ BETA

☐ My check or money order is enclosed ($39.95 + $4.00 shipping and handling per tape). California residents add 6½% sales tax.

☐ Please charge to my ☐ VISA ☐ MasterCard

Card Number _____

Expiration Date _____

Signature _____

☐ **OR REMEMBER:** YOU CAN CALL TOLL-FREE (800) 522-1500, Extension 9, day or night, and order your video tape to be sent to you C.O.D. or postpaid by charging to your VISA or MasterCard.

Name _____

Address _____

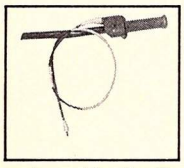
City _____ State/Zip _____

Phone ( ) _____

MXA3-4

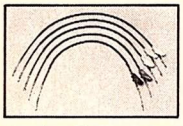
# Winners run TERRYCABLE

Whether you're a racer or a weekend rider, TERRYCABLE has everything you need to get the hole shot and stay there. Factory riders have insisted on our control cables for years, because they know we give them the edge. And our suspension components keep that power on the ground ... where you need it. If you want to be out front too, check out TERRYCABLE.

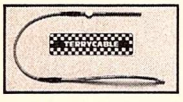


**Throttle Cables**
Available for any throttle assembly and carburetor combination. Teflon lined. Far superior to stock. Ideal as a replacement or upgrade. Specify model of bike, and throttle/carb combination if not stock. From $11.96.

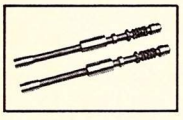
**Straight Pull Throttle Assemblies**
Allows safe cable routing down handlebar. Whirlpool or Magura throttles available. Call for price and applications.



**Heavy Duty Front Brake Cables...**
The first front brake cable designed specifically to work with long-travel suspension. Extra heavy duty outer housing runs true in cable guides... unlike some conventional cables that flex too much between the slider and triple clamp. Teflon lined. Far superior to stock. Ideal as replacement or upgrade. Specify year and model of bike. From $15.03.



**Rear Brake Cables**
Ends rear-brake problems inherent on many current model motorcycles. Made from aircraft quality wire, coated to resist abrasion and rust. Specify year and model of bike. From $20.95.



**Fork Kits...**
Ideal for MX, desert or playriding. Redesigned three stage compression and two stage rebound damping all but eliminates bottoming, yet assures plush ride. Most kits also offer increased fork travel. Applications for just about any current bike. From $65.11.

**Single Shock Mods and Service**
Better dampening and control via modification or complete piston/valving replacement. Call for details. Price varies with modification.

**Goggle Oil**
A TERRYCABLE exclusive. Keeps dust from getting through foam vents. A must if you wear contact lenses. Perfect for racing or trail riding. One bottle should last a season. $3.95.

**Ball Caps, Jerseys, Team Patches**
Your choice of favorite emblem on front of Jersey. Stretch material. Padded elbows and knit collar. All sizes available. From $19.95. Ball caps are adjustable for size and come in several styles. Call for color combinations. From $6.95. Team patches from $2.00.

**Winners run TERRYCABLE. To order call (619) 244-9351. (800) 854-4691 (Out of state only). 17376 Eucalyptus St., Hesperia, CA 92345. For complete catalog send $2.50**

**TERRYCABLE**


## MAINJET

*(continued from page 11)*

Paul Newman's Datsun, nitro for Shirley Muldowney, or throat spray for Howard Cosell. Motorsport is expensive. Engineering, computer time, and testing don't come cheap, and no one races on the cuff. The rapid increase in technology has to be paid for by someone. In this case it is paid for by the people who benefit from it—the racers.

Some companies haven't sold their machines in the droves that they did before, but others have. Five years ago Honda and Kawasaki weren't selling any motocross bikes; Suzuki and Yamaha had the market. But now the minicycle class is dominated by Kawasaki, and Honda has a firm grip on the 250 and 500 classes. If you hear complaints from one side of the issue, all you have to listen for is the sound of joy from the opposite corner.

How is the sport doing? Great! Supercross purses will be up over a quarter of a million dollars for 1984. Outside sponsors like Coca-Cola, Wrangler and Toyota have kicked in giant support programs. The strength of racing organizations from NMA to the AMA have been increased by recent membership drives. Interest is up, enthusiasm among the grass-roots racers has never been better, and 1984 looks to be the best year ever. □


MOTOCROSS ACTION MAGAZINE

**STATEMENT OF OWNERSHIP MANAGEMENT AND CIRCULATION**
(Required by 39 U.S.C. 3685

Date of Filing: September 30, 1983.
Title of Publication: *MOTOCROSS ACTION* Magazine.
Frequency of Issue: Monthly.
A. No. of issues published annually: 12.
B. Annual subscription price: $14.98.
Mailing Address of Known Office of Publication: 10600 Sepulveda Blvd., Mission Hills, CA 91345. Mailing Address of Headquarters or General Business Offices of the Publisher: Same. Publisher: Roland S. Hinz, 10600 Sepulveda Blvd., Mission Hills, CA 91345. Editor: Jody Weisel, 10600 Sepulveda Blvd., Mission Hills, CA 91345. Managing Editor: None.
Owner: Daisy Publishing Company, Inc., 10600 Sepulveda Blvd., Mission Hills, CA 91345.
Roland S. Hinz and/or Lila Hinz, 10600 Sepulveda Blvd., Mission Hills, CA 91345. Known bondholders, mortgagees, and other security holders owning or holding one (1) percent or more of total amount of bonds, mortgages or other securities: None.

| Extent and Nature of Circulation | Average No. Copies Each Issue During Preceding 12 Months | Actual No. Copies of Single Issue Published Nearest to Filing Date |
|---|---|---|
| Total No. Copies (Net press run) | 194,609 | 192,476 |
| Paid Circulation (Sales through dealers and carriers, street vendors and counter sales) | 78,114 | 84,300 |
| Mail Subscription | 24,797 | 22,964 |
| Total Paid Circulation | 102,911 | 107,264 |
| Free Distribution (Sample copies, etc.) | 790 | 795 |
| Total Distribution | 103,701 | 108,059 |
| Copies not Distributed (Office use, left over, unaccounted, spoiled) | 1,724 | 1,225 |
| Return from News Agents | 89,184 | 83,192 |
| **Total** | **194,609** | **192,476** |

I certify that the statements made by me above are correct and complete.
Roland S. Hinz, Publisher



# YOU CAN JUDGE THIS BOOK BY ITS COVER

Just open an issue of *BMX PLUS!* and you can see for yourself that this is one book you can judge by its cover: The same excitement and drama on the cover are carried through inside.

**ALL THIS AND MONEY TOO? SUBSCRIBE TODAY AND SAVE BIG BUCKS!**

For a mere $14.98, you can have *BMX PLUS!* delivered to your door every month for a FULL YEAR!

Sure, you can get it at the newsstand (if they're not sold out). But you'll end up paying $24 for the *same 12 issues!*

Play it smart. **Subscribe today** and get in on this book that you *can* judge by its dynamite cover!

Just fill in your subscription order below and mail it with your check, money order or charge account information to:

***BMX PLUS!* Subscription Department**
**Post Office Box 9502**
**Mission Hills, California 91345-9502**

☐ I'm playing it smart this year. Please enter my subscription as follows:
☐ Two-Year Subscription—$25.95* (regularly $48.00 at the newsstand)
☐ One-Year Subscription—$14.98* (regularly $24.00 at the newsstand)
☐ I am a new subscriber
☐ Please extend my current subscription
☐ My check or money order is enclosed
☐ Please charge to my: ☐ VISA ☐ MasterCard

Card Number _____

Expiration Date _____

Signature _____

Name _____

Address _____

City _____

State/Zip _____

*Canadian subscribers please add $4 for one-year subscription and $8 for two year subscription additional postage and handling.
*Foreign subscribers please add $5 for one-year subscription and $10 for two-year subscription additional postage and handling.
*All Foreign and Canadian please use international money order in U.S. funds only. THANK YOU!

MXA3-4

BMX PLUS!
THE NUMBER ONE BICYCLE MOTOCROSS MAGAZINE!

FINAL SHOWDOWN

# BMX PLUS!

## ABA GRANDS: PATTERSON vs. MILLER IN TRANS-AM THRILLER!

YOU CAN JUMP LIKE A PRO! PAGE 52

CCC02151
MARCH
1984
$2.00
UK95p

TEST

## NEW GOOSE IS LOOSE: CATCH IT FOR UNDER $200

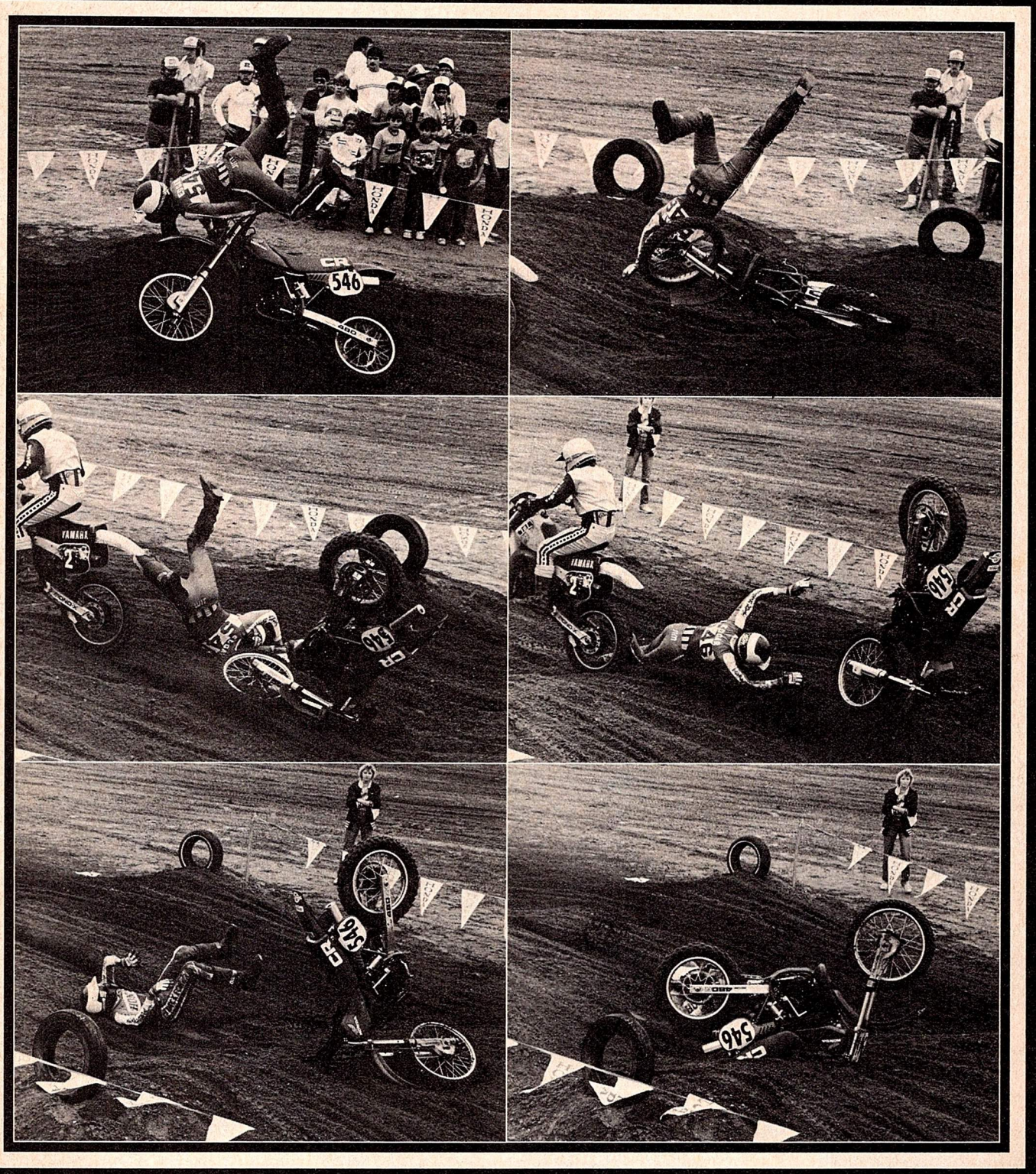
## STU, GREG & BRIAN'S SECRET PREDICTIONS: WHO WILL WIN IN '84?

## 2-SPEED QUICK SHIFT: MORE POWER TO YOU!

## 10 FREESTYLE TRICKS YOU CAN LEARN: AMAZE YOUR FRIENDS!

USPS485-510

# Berm Shot




The angle of the cartwheel (AC) is directly proportional to the number of fans (NF) times the speed of entrance (S) plus the number of whoops (W). The formula is
AC: NF x S + W = OUCH!

**Photos by Steve "Calculus" Casper**

# ANDRÈ MALHERBE • AXO

## THE PROTAGONISTS

The Malherbe boots from AXO of Italy: race tested and proven by two-time World Champion Andre Malherbe and many top European Grand Prix riders. Its new technologically advanced design makes this boot the ultimate in comfort and protection.

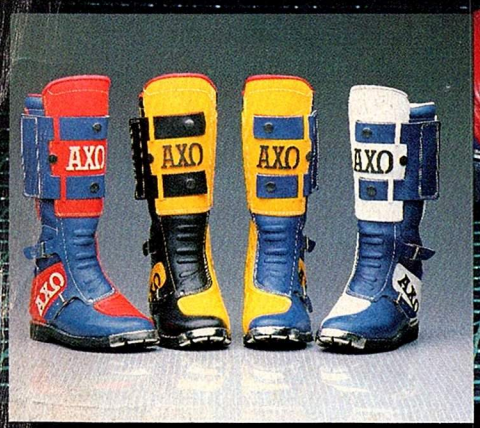
Top-quality leather, semi-rigid plastic protection on shin, toe, heel and side calf.

Inside lace-up system and Velcro flap adjusts to a perfect fit for proper ankle support.

"Hi-grip" sole design if you have to push!

Available in: blu/red; blu/white; yellow/blu; black/yellow. In sizes: 6-7-7-8½-9-9½-10-10½-11-12-13

Price: $159.95




TAKE CARE OF YOURSELF: PROTECT YOUR FEET

O'NEAL U.S.A.

9555 Owensmouth Ave. Chatsworth, CA 91311 - (213) 998.1049
Outside California order Toll Free and Charge It.

(800) 423.5002

Aurora Cycle Supply

26 Allaura BLVD. - P.O. Box 433 - AURORA, Ontario L4G 3L5 EAST Tel. (416) 727.1937

AXO

MOTORCYCLE BOOTS

AXO s.n.c. 31036 Ospedaletto di Istrana (Treviso)
via Castellana - Zona Ind. - Italy
tel. 0422/83690 - telex 215566 AXO I

# NISSAN HANDLES THE ROUGH STUFF.

You're looking at the business end of Nissan's newest outback brute: the 1984 Nissan 4 x 4.

It's tough in the rough but easy on you, with handling you've got to get your hands on.

Only Nissan gives you this unique combination of features for muscle and control:

- Most powerful standard engine in the class: most horsepower, most torque, from the only twin-spark hemihead going.
- Wide-Clearance independent front suspension steps over rough stuff instead of bouncing like solid axles.
- Twin A-arms clear obstacles with the highest minimum ground clearance of any compact truck.
- Stabilizer bar limits roll; standard power steering responds instantly in tight spots.
- Rugged double-wall cargo bed; tailgate lowers 90°, 180°, and is removable.
- 3-across seating in Deluxe and Long Bed.

See the full line of Nissan 4 x 4's, including the Sport Truck and King Cab® (shown), a Nissan innovation.

Nissan 4 x 4: one tough hunk that's easy to handle—and to buy.

**AT YOUR DATSUN DEALER.**

COME ALIVE, COME AND DRIVE **4X4**

MAJOR MOTION FROM NISSAN

NISSAN NISSAN